# CYCLE NEWS®

WEST

Volume XI : Number 12 : April 2, 1974 50¢

## Flat Trackers ride for Rayborn

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## 100 Mile Great Bear Grand Prix

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## 100 Lap Ascot TT

PAGE 14

Cheap and fast:

## Suzuki TM400K

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All new, quick and reliable:

## Husqvarna CR400

PAGE 36

# APRIL FOOL ISSUE

NEWSPAPER

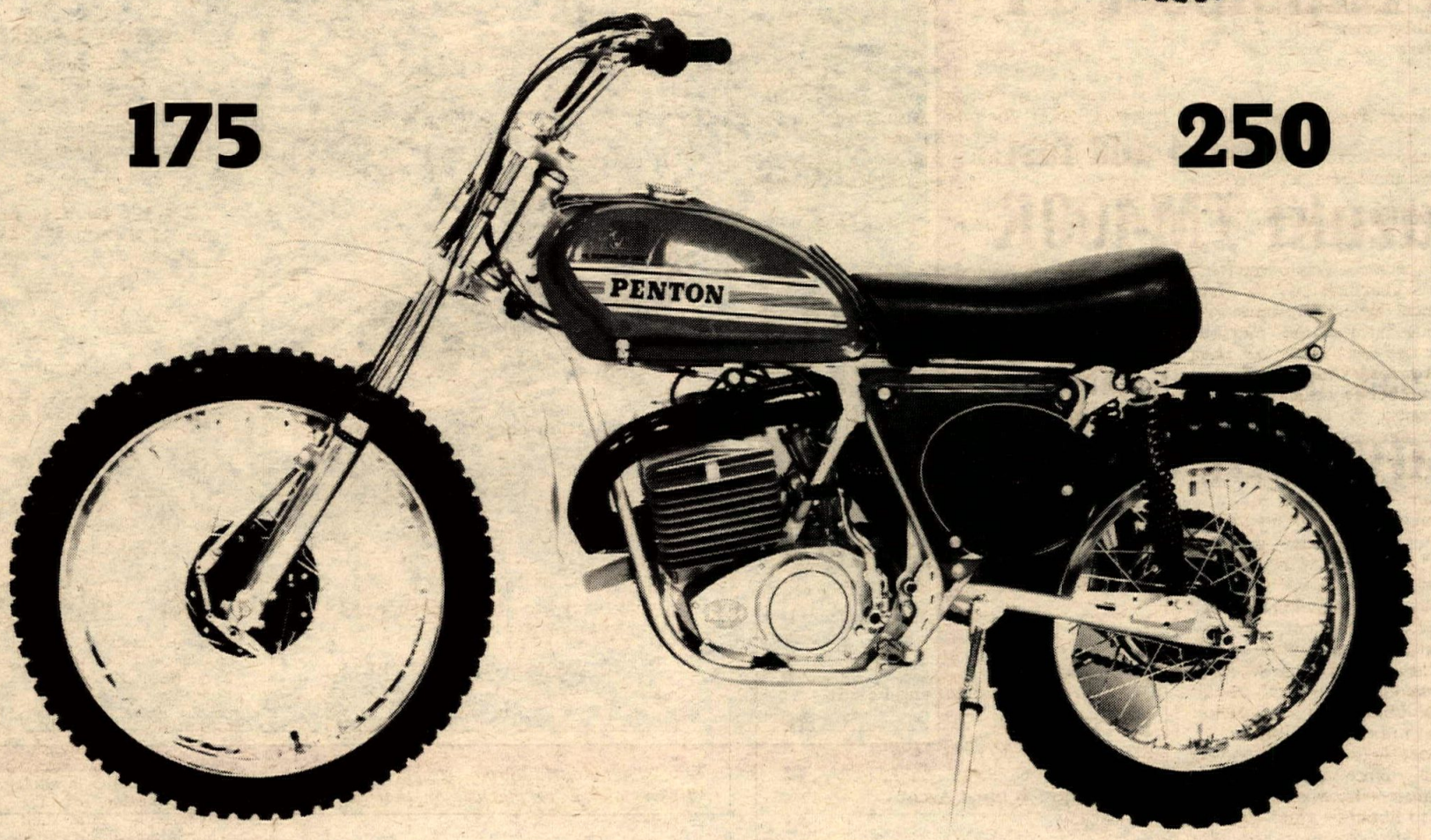
# New MX Pentons

100

125

175

250

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# VOICES OF THE WEST

## MOR Eaction

We were thrilled to learn that Russ Sanford is alive and kicking in Sacramento. It was after the initial feeling of relief wore off, however, that the true meaning of Charles Clayton's so-called "obituary" started to sink in.

The fact that M.O.R.E. is not supported financially the way it should be cannot be denied. The fact that Sanford and family have given up much in the fight for motorcyclists' rights also cannot be denied. Your tactics, however, were the lowest form of journalism we have seen in years . . . .

**Tim & Becky Burke, Daly City, Calif.**

. . . I realize this stunt was done with good intentions, but to say that it was in poor taste puts it mildly . . . . The worst thing about the whole thing is the sorrow it probably caused all of Russ' friends who were not aware of the truth.

**Norman Blackmer, West Covina, Calif.**

. . . I think Chuck Clayton missed his calling. He should have been a preacher.

**Larry Huffman, Anaheim, Calif.**

. . . In the brief period I was permitted to jaw with this guardian of the free spirits, never once did I hear Russ say, "I wish." It was "it must be" for the bike rider, be he dirt rider or hog jockey. When the many times arose that discouraged other believers in the great motorcycling sport to the point of saying. "what's the use? To hell with it," Russ was always there to pull the discouraged ones together and put the strongest shoulder to the wheel.

Following the terrible disappointment of the Tucson, Arizona fiasco (M.O.R.E. of America) in which I too was involved with Russ on his side, in allowing a group of profiteers to take and use the M.O.R.E. concept, I know for a fact that a lesser man would have thrown in the towel so to speak. But not Russ. He came back off the deck more determined than ever to position the motorcyclist in his rightful place.

In our last meeting last fall, Russ was offered a deal "like you couldn't refuse" from those who wanted to use his talents to benefit and profit themselves at the expense of the individual riders. But, as I knew would happen, he refused to even discuss it since it would be of no sound value or provide a place in the sun for the average cycle rider . . . .

**Jack Sheahan, Phoenix, Ariz.**

. . . . Done in very poor taste.
P.S. There is a boat leaving for the South Pacific.

**Squeeky**

Mr. Clayton:

Your articles were two of the worst attempts of petty journalism that I have ever witnessed. To deal so loosely and unemotionally towards death and the feelings of people and their families and friends, shows little moral judgment on your part. You have done your profession a disservice and this certainly does nothing to help motorcycling. Certainly there was a better way to "awaken" and "shock" listless cyclists. I would agree that the greatest percentage of us are not politically motivated, and treat this as our personal sport. You do us all a great harm though, when you let motorcycling journalism reach an all time low. There are already enough bad stigmas about motorcycles and the people associated with it to overcome.

We have enjoyed motorcycles and people interested in it from all walks of life for over ten years now and you and your poetic license have been the first thing to muddy it. I hope this is the last time we will see this type of trash, as there are better and more important things to be done.

**Barbara R. Tanzey, West Covina, Calif.**

. . . Having read the two articles you wrote on Russ Sanford, I found I was favorably impressed with what you wrote about the man. Also, I was a little shocked with myself when I tried to think about what I had done lately to preserve my way of life, motorcycling. What really hurt was that I am a Political Science (International Relations) major in college and deeply committed to political action. For instance, on Saturdays I do volunteer counseling, during the week I do research for people involved in things like N.O.W. and other special interest groups and I write a lot of letters to people that I strongly disagree with.

Yet, having done all this work, I had never thought about doing anything for one of the things that means the most to me, riding my motorcycle with the least amount of hassle. Now, since I read your articles, I realize that it was people like Russ Sanford that helped me enjoy doing what I like.

I am sending ten dollars to M.O.R.E., which represents 10% of my total monthly income. (The Veterans Administration still insists that a person really can live on $220 per month.) However, I will consider it money well spent if it will keep Russ going.

Thank you for raising my consciousness of Russ Sanford, your articles have added a voice to the cry for rights for motorcycle riders.

**Bill Ryer, Santee, Calif.**

*EDITOR'S NOTE: Letters and phone calls on the subject of C. Clayton's premature obituary of California's motorcycle lobbyist have been nine to one outraged at what was considered a morbid bid for M.O.R.E. Significantly, most of the respondants were already M.O.R.E. supporters. The vast majority of cyclers who have always taken the lobbyist for granted are apparently still unaware, yet it was to "get the attention" of this apathetic number that Clayton was willing to sacrifice the credibility of Cycle News West. "I made two big mistakes," Clayton ruefully acknowledges. "One, some people got the idea I was acting with Russ Sanford's knowledge or approval, when of course he knew nothing about it and would never have condoned it, had he known. And two, I should have realized that, no matter how badly he needs it, Russ would not accept donations solicited under false pretenses. M.O.R.E. is returning all the donations, by the way. But I hope, now that the truth is known, everyone will mail them back to Russ and tell him to keep up the good work, anyway." Cycle News, in case you are wondering, sent M.O.R.E. a $500 contribution.*

## Pole position

I am glad to meet you although by letter. Please forgive me I decided to write to you. It is a hobby of my life to collect things advertising of firms producting cycles and accessories for cycles.

My collection consists of prospects, cycle magazines, post cards, emblems, signs, calendars, plakats and labels. Then if you could send me these things I would be grateful to you for it. In particular I am anxious for your calendars, magazines and labels (of course old ones and useless for you).

I give thanks to you in advance and I wait for your answer.

SLAWOMIR TARGOSZEWSKI
90-308 Lodz
ul. Glowna 33 m 48
Poland

*OK, Slawomir. Some Cycle News stickies and a hot hat are on their way to you. . .Ed.*

## Condom Ads . . .

There are some strange implications in your Yamaha ad of last week.

One is that Suzuki did not win the 500 class at Daytona. Another is that Kenny Roberts rode the same bike in the 250 and Open class races and had trouble both times. Another is that only the Juniors and Novices wore helmets. A fifth is that the winners of the Expert, Junior, and Novice races were riding for Yamaha International just because they were on black and yellow motorcycles. Another is that Ago led the whole race.

Stay with the nice, honest condom ads.

DALE IRWIN
Azusa, Calif.

# INTERNAL SPECS


**Grand Prix** . . . . . .6
100 miles of great and bear it

**Flat Track** . . . . . .12
A tribute to Cal Rayborn

**TT** . . . . . .14
Lappin' it up at Ascot

**Trials** . . . . . .24
A two day affair

**Road Race** . . . . . .26
Capitol classroom

**Technical** . . . . . .34
The two stroke and how it got fast

**Husqvarna CR 400** . . . . . .36
All new and all right

**Suzuki TM 400** . . . . . .40
Getting better all the time


Cover: Former 500 GP racer Russ Darnell shows what a 400 Husky does best – square turns in round corners. Photo by John Huetter.


# CYCLE NEWS®

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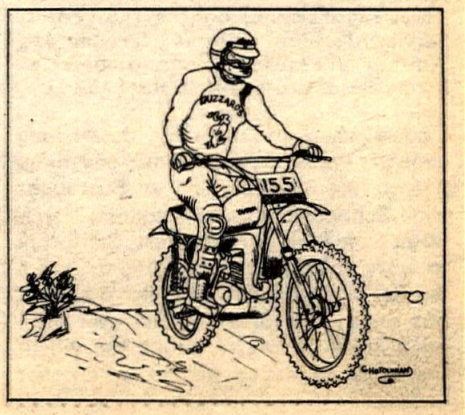


# THE LATEST POOP BY PAPA WEALEY

DeWayne Jones was pitting a Can Am 175 for Jones Motocross Products' employee and test rider Steve Hasse at the AMC night MX March 15. A crash kept Steve out of contention.

**DeWayne and Steve showed up the next weekend (March 23) at Saddleback with a XR75 Honda. It wasn't trick enough to win.**

"The Revolution is here! The workers of America are rising up against the oppressive laws!"...couldn't be, right? Wrong! After the news that the Arab oil embargo is lifted, speed laws in California are being obeyed about as often as the laws against premarital... ah, eh, you know. One biker was heard to exclaim, "I was doing 65 and was getting passed by Priests in Buicks."

**Even the head dude of the California Highway Patrol wants the limits upped to the old levels.**

After spending a weekend in an AFM Roadracing school, one editor was makin' like a go-faster on the 50 MPH limit transition road between two freeways the other day. He dusted off a long line of four wheeled slugs on the outside and shot onto the freeway "well" over the limit. Suddenly a black and white shape caught the corner of his eye as it crabbed across four lanes toward him. He instantly grabbed a handful of disc, compressing the forks to the stops and skittering the front tire in an effort to scrub off speed. He did it before the "man" clocked him, but got followed the entire ten remaining miles to work anyway. 55 MPH with a fuzzy tail is a drag.

**Spectator admission from the four-school interscholastic motocross to be held at Osteen's Park in Pomona March 31 is a whopping 55¢. With a motorcycle publication editor's challenge race, three TV stations and one radio station covering it, the event should be interesting. It starts at 9 a.m.**

Seen in the Bakersfield Californian: "'It's a tough thing when you have to restrict the public from public land.'— —Ed Waldapfel, Inyo National Forest spokesman, on the U.S. Forest Service decision to limit access to Mt. Whitney because huge numbers of hikers are destroying its trails."

**I guess when you're in the desert long enough, you'll do just about anything. Seems like the teachers at Burroughs High School want their motocross March 30 at Sage Park in Ridgecrest, California to work so bad they are going to have a teacher's moto. It'll be only five laps, but since none of them have ever been on a track before, it should be worth the buck admission just to watch that one race.**

Rumor has it that Al Gunter is planning a comeback.

**Streaking is getting out of control. Streakers are popping up at races right and left, all sexes and sizes. Sure beats golf.**

CMC ace Tommy Croft will be out of action for two or so months at least, following a damaging crash at Saddleback March 17. Get well quick, Tommy.

**Cook Neilson puts the infamous Harry Reasoner anti-bike report in proper perspective in the April issue of Cycle. The piece itself is worth the 60¢ cover price.**

Montesa is going to bring in 1000 copies of their 250 single road bike this year. It is all modernized with oil injection and the expected goodies and, if past performance is anything to go on, should handle like a Manx and be quicker than a slick snake. Might even be a picture of it around here somewhere if the Feature Editor didn't leave it at the Mexican restaurant. Better get your name in now, if you think you'd be interested. Sure is purty-lookin'.

**Contrary to popular misconception, the first interscholastic motocross held at a professional facility was not the Arcadia/San Marino duel at Irwindale February 14. It was a five school race held at the Sunnyvale Police Acitivities League track in Sunnyvale, California. Fremont, Awalt, Sunnyvale, Monte Vista, and Homestead competed, with Fremont winning it all. Trophies and prizes went to tenth place in each class.**

According to the March 20th. edition of the Independent Press Telegram you can now Rent-A-Streaker for your next social function. They come in both sexes and of varied types. Price ranges from five dollars for your everyday buffer, with more exotic types costing somewhat more. If you are still having the barber give you a short back-and-sides you might be pleased to know that there is even a seperate "Freak-Streak" available to amaze you and your friends. We called up and ordered two blondes, a redhead, and one small "Freak"...lunchtime was certainly far more interesting.

**There will be no more entries taken for the 125 mile 49'er Enduro.**

Wanna check on the gas situation in the area you plan to visit this weekend? Holiday Inns have a program called GAS and can inform you of availability within five miles of each of their Inns.

**The Motorcycle Industry Council and the Japanese Automobile Manufacturers Association have joined forces to conduct an emission test study of motorcycles in the America. J.A.M.A. is paying for it.**

The editor of a trade journal called to get more details about the "death" of Russ Sanford. When informed that the M.O.R.E. Lobbyist is still alive, the editor said, "Oh, I thought if he had died, I would write something nice about him." That was one reason for the hoax, we explained. Why wait til it is too late to show your appreciation?

**You know you're really on to something when, while walking out the parking lot with the woman you're taking for a moonlight ride, you tell her your bike is a new Honda 750 and she asks, "K3 or K4?"**

Two-time 500 class motocross World Champion (1969-70) Bengt Aberg will ride the 500 Cheney BSA absented by John Banks. It's still up in the air if he will contest all the 500 World Championship rounds or not.

**Jaak Van Velthoven won again in a Belgian International motocross on a tough sand circuit at Hechtel on a 396cc Yamaha. 250 World Champ Hakan Andersson was second on another big Yamaha. American Brad Lackey's best finish was a ninth in the second moto on a new works 360 Husqvarna. Surprisingly, new Montesa GP works rider Raymond Boven, moved up from 125 class, ran third overall until the last lap when he ran out of pre-mix on the power- and gas-robbing sand course. Trans-AMA winner Adolf Weil (Mai) was seventh overall.**

SHOT IN THE ARM FOR BAJA RACING. It looks like Mickey Thompson's S.C.O.R.E. may score again with the Baja Internationale Off-Road Race to be run over an all-new course about 500 miles long that runs up into the trees of the central plateau of the Baja Peninsula. The race is currently scheduled for July 25-26-27 and the new course will definitely give the bikes the biggest advantage they've had in years of Baja competition. Thompson knows off-road racing and if it's anywhere as well run as the recent Dam 400, Baja should be a winner.

**Got a date? No place to go and less money to get you there? Take Matilda to the movies at Harry D. Foster's Motorcycles in Lawndale, California. Race footage will be shown Thursday, March 28 starting at 8:00 p.m. The movies are free, you supply the rest.**

KONI is in the process of supplying their U.S. distributors with specialized springs for their shocks. Malcolm Smith is the SoCal distributor.

**OUI magazine has a snappy, shiny color piece in this month's edition. It is entitled "Cafe Racers" but there aren't any cafe racers shown in the article — only expensive Italian bikes.**

Streaker saturation? While imbibing at his local the other night one staffer was surprised to note that the boisterous entrance of a streaker duo raised nothing more than a few obscene remarks from the disturbed patrons.

**Hangtown interest isn't hangin'. So far there is $13,000 in prize money, scheduled major television coverage, and top name entrants. Kawasaki-sponsored Jan-Eric Sallqvist, 1972 Swedish 125 National Champion is joining the already bulging big-name list of riders. Discount tickets can be had at Ticketron and Downtown Box offices.**

Starting April 12 all racers at AME races will be covered with a $3,000 medical policy. Yea!

**The much-speculated Honda water-cooled two stroke triple road racer is closer to being a fact.**

Seven days after winning Daytona, Ago was booed at the Modena Italian National road race by a bunch of Italians upset over his switch to Yamaha. The British motorcycle press headlined the incident "Ago Gets The Bird!"

**Streaking is catching on in Europe, too. Seems two streakers on a Suzuki rode through Buckingham last week, wearing only boots and helmets. It's still winter over there, too.**

The National Park Service would like to include 85% (1,596.500 acres) of Death Valley National Monument in a wilderness classification. That classification would close many roads and trails to all vehicular travel, decreasing public access to the area. You can tell them they already have enough areas only hikers can get into at a public meeting April 3, in the California Room, New City Convention Center, 303 North E Street, San Bernardino, California. To do so, you have to write to the Hearing Officer, c/o Superintendent, Death Valley National Monument, Death Valley, CA. 92328 before March 29 and reserve yourself a speaking slot. Then just take yourself and a summary of your comments to the meeting and let them know you want to be able to get in there without hoofing it — after all, walking through Death Valley is what gave it its name.

**Internationally known fur trapper, train robber, motorcycle racer, and socialite Robert Redford appeared incognito at the Champion's Challenge International Speedway matches at Costa Mesa last weekend. He apparently enjoyed the show as he returned Saturday and Sunday night, also.**

*Japanese Motorcyclist* reports that Honda is testing a CB400 Four fitted with new anti-pollution controls. They estimate the model will be available in June.

**Brad Lackey was second Husky rider, behind overall winner Heikki Mikkola, at a Dutch International on the rough St. Anthonis circuit. Brad finished eleventh overall ahead of another new Husqvarna teamster, Kalevi Vehkonen. New Suzuki-ite and local Dutch favorite Gerrit Wolsink won both the first and third motos but had his engine seize in the second round.**

AFM is advertising streakers on sidehacks for their next road race April 17 at Ontario.

**In an effort to keep a four-stroke effort going in 500cc World Championship motocross, Austrian nobleman Count Otto Herberstein is going to sponsor Britishers John Banks and Jimmy Aird (actually a Scot) to at least the opening GP round: the Austrian 500 GP on April 21. Must be nice to be a rich gentleman sportsman. Both riders are scheduled to ride the U.S. TransAMA series, sponsored by British Caledonian airlines. Must be nice to be a rich, international airline.**

John Hateley gets the DeCoster/Karsmakers Motocross Showmanship and Flying Hand-Stand Award for his performances over the Ascot jump during the 100 lap TT.

**The Feature Editor, along with about half a dozen other nervous riders, was relieving the tension over by the fence of the impound area before his race in the Great Bear Grand Prix. One rider saw him and called out, "You better cut that out or I'm gonna send your name and number in to Cycle News." "You do and I won't print it...unless you spell the name right," he quipped while zipping up his leathers. The other guy grinned and looked confused.**

If you haven't won anything lately and need a little public exposure, try riding the entire race with your clothes on.

**The Orange County M.C., along with the rest of their excellent organization of the Great Bear, had signs on the outhouses advising potential users to "Watch Out for Hazelwood." Read and heed, racers!**

# Rainier Beer

## *and* PUYALLUP RACEWAY PARK

## *Congratulate*

Troy Folk 1st 100 B
John Ojala 1st Open B
Bob Rush 2nd Open A
Kyle Larreau 3rd 250 A

## 'G & N' CYCLE CENTER

Gresham, Oregon

Winner of
The First Annual

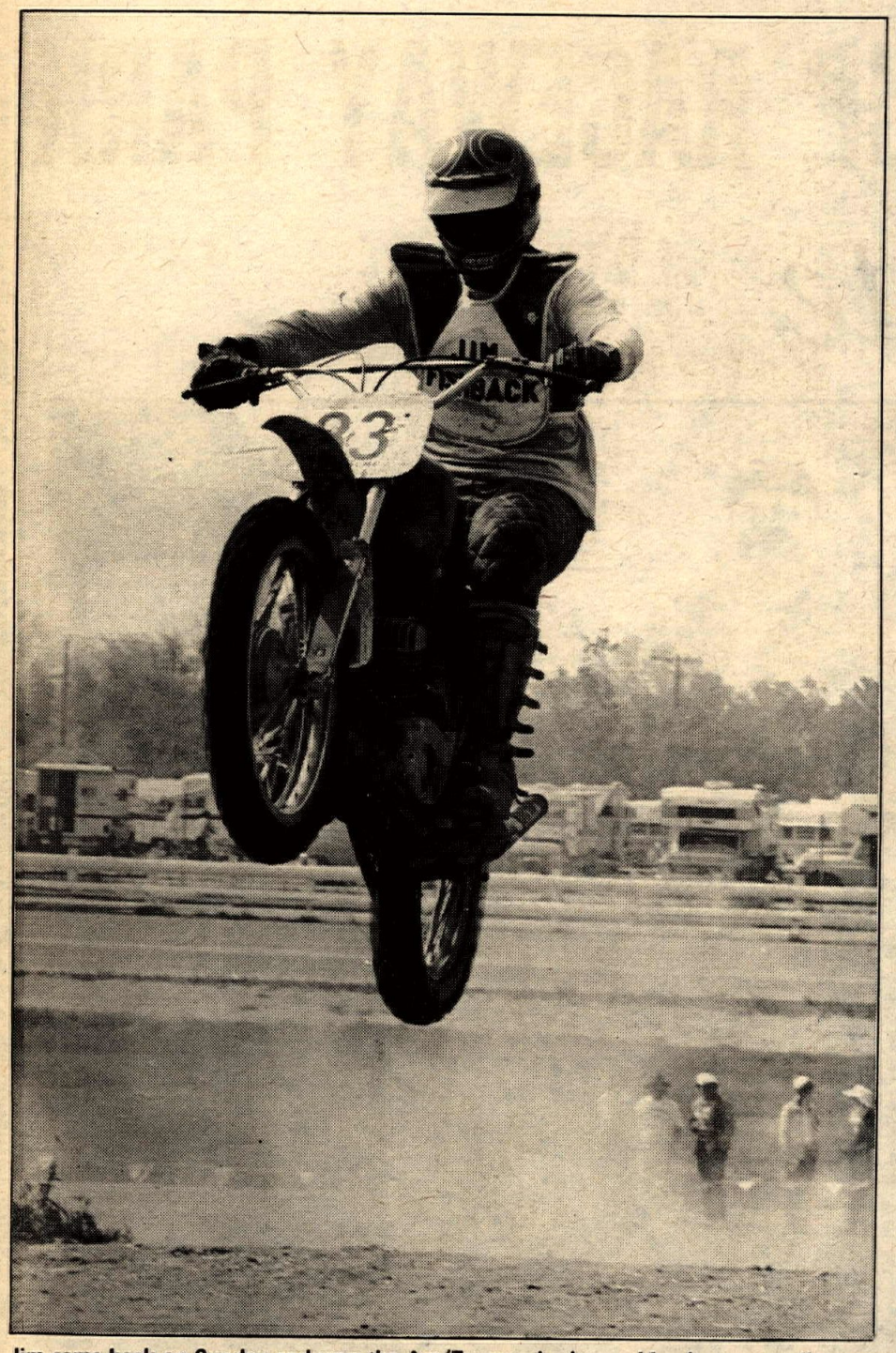
Mike Kinnear 4th Pro 250
Nobby Toledo 6th 100 A
Kirk Williams 125 A
Steve Ellis 250 B
Rick Dalrymple 125 B

## RAINIER INTERNATIONAL MOTORCYCLE DEALER'S CHALLENGE

March 17 Puyallup, Washington

## OCMC Great Bear Grand Prix

# Two days at Riverside—1600 racers, 100 miles



Jim came back on Sunday and won the Am/Ex everybody combined race overall on his 400 CZ. He was the fastest, most controlled rider out there.

**Unofficial Class Winners**
ORANGE COUNTY M.C. GREAT BEAR 100-MILE GRAND PRIX
RIVERSIDE INTERNATIONAL RACEWAY, CALIFORNIA
MARCH 23-24, 1974

100cc
Larry Roeseler (H-D)

125cc
Tom Brooks (Hon)

175cc
Jim Fishback (Yam)

250cc
Tom Brooks (Hon) or
Cordis Brooks (Bul)

500cc
Jim Fishback (CZ)

Open
George Elliott (Mai)

Powder Puff
Lorie Watson (Hon)

Sidehack
Rick Bell/Tom Ridyard (Hon/Wasp)
or John Palfreyman/
Joe Gardner (Ma/Wasp)

Old Timer
Danna Wilson (CZ)

Novice and Amateur winners pending official scoring results

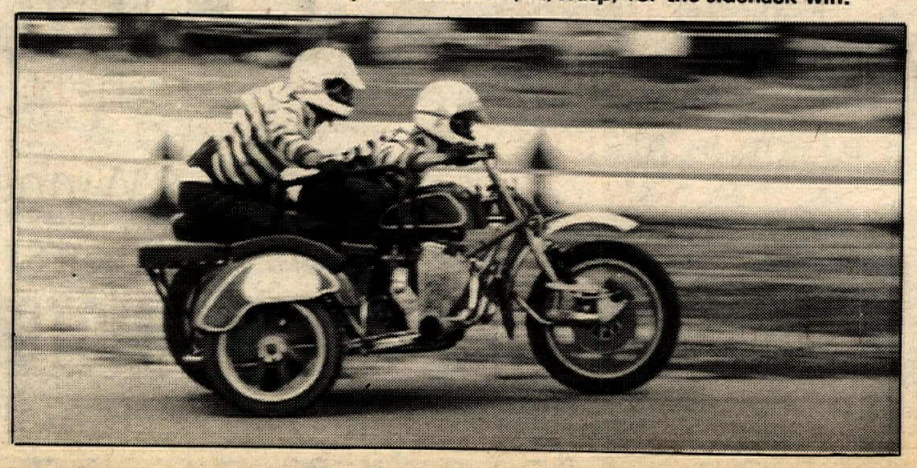
Tom Brooks won the 125 Expert division and, probably, 250 Expert as well on Hondas. He diced with Bultaco-mounted brother Cordis on Sunday. Maybe Cordis actually won. Both had "Brooks" on their jerseys.

Two caped and hatted bicycle streakers were one-upped by Paul Napoleone who demonstrated Santa Barbara streaking style in Sunday afternoon's race. It took. . .uh, well. . .something to do a Great Bear lap au naturel.

Cherry Stockton (572-Bul) sets up Rick Zamora for a pass on her way to second lady racer behind Lori Watson.

Miles and miles of motorcycles were impounded. 750 of them raced on Sunday afternoon alone — nearly 1600 for the two days at Riverside.

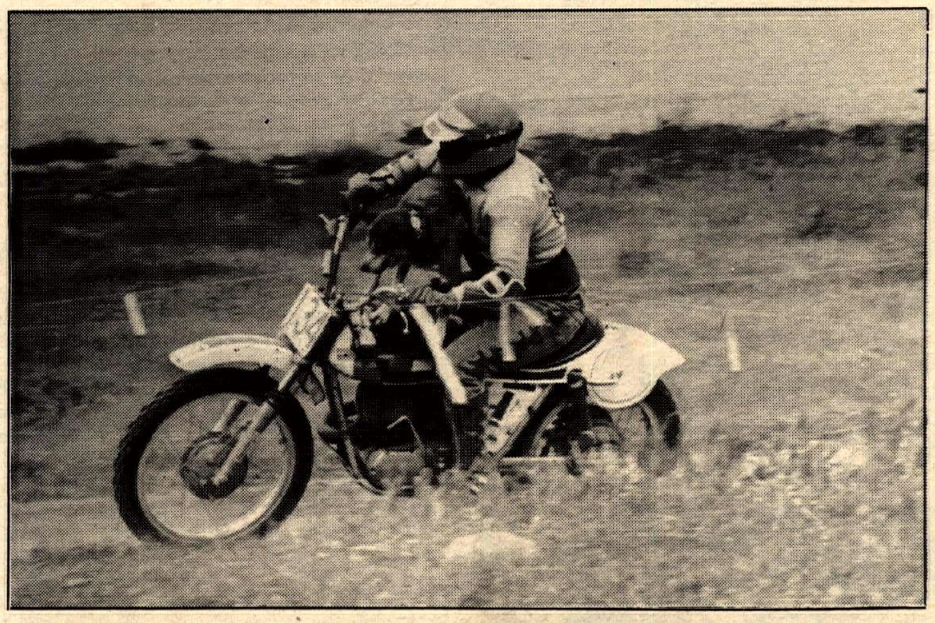
Bell and Ridyard piloted this beautifully executed Honda/Wasp in the sidehack class. It was between them and Palfreyman/Gardner (Mi/Wasp) for the sidehack win.



Photos by Marcia Holley (3rd PP), Danny Sanchez (Fast 125/250 Ex), and John Huetter (Finisher)

Jim Fishback won the 175 class overall on Saturday riding a Yamaha that had to stop for gas about every other lap.

What would a D-37 event be without John and Kookie? Kookie is now a 175 Expert Dog.



The Great Bear great bear leads off Sunday's 99-mile frolic.

Old Timer demonstrates classic style in pit stop action.

John "Ironman" Rice rode his Monark on Saturday; returned on a Nicholson-sponsored Greeves on Sunday to finish about third overall. Not too shabby.

JOHN BETHEA

**. . .you don't always get what you waaant. . .but if you try sometime. . .you get what you kneed. (A) Dale Anderson in a conventional posture, (B) Rich Eierstedt improves it, (C) Don Bongiorno does it better yet.**

## CMC Carlsbad

**By John Bethea**

CARLSBAD, CAL., MARCH 24

Rich Eierstedt came back to try and haunt his old CMC buddies, but, as he puts it, "I should have stayed in bed." Kinda weird statement for a guy who won the 250cc Pro class, right?

Wrong! Even though he won both ends of the class, consider how he did it in the first moto: jumping to a huge 50 yard lead on lap one, he overshot a berm just before starting lap two and went down. Back up and into fourth, picking 'em off, he took over again, only to fall once more. Up and away to take the lead once more only to have the chain come off. Drats. Enough? Nope. That's just when the rear left shock blew. He nursed it home for the win.

Just prior to all that, he also tried the 125cc class but darn near burned up his rear hub when the brakes began to rub constantly. He pulled out of that moto.

In the second round of each class, problems cleared up and he gave two strong performances. With a fourth and second, Don Bongiorno (Hon) cashed in for second place bucks in the 250, one point better than Jack Hazard's four-three total on a Yamaha.

Eierstedt's final 125 performance almost made a match of it for the streaking Marty Smith, his Honda factory teammate. Four laps he held him off, but Smith has a habit of just keeping on coming and on lap five he took over to win. He also easily scored the victory in the first round making his ninth sweep in ten meetings this year. Bob Haag (Hus) took second overall with the ever-improving Dave Eropkin (Hon) eeeking out (via the tie-breaker) for third over Mike Bell (Hon). Fifth went to Ted Weeks (Hon), who had a first moto clash with the downhill and lost. He tied Albert Cancino with 12 points.

CZ-mounted Bill Shepard, who seems to be always smiling, displayed a rare bit of temper at the very end of the first 500 Pro moto. He had led the moto from the word go all the way to the final lap when his rear tire went flat giving Steve Russel (CZ) the opening for the win. Neither rider had ever been this close to victory as a Pro and just after taking the checkered in second, Bill flung his gloves on the ground and lost his smile.

But, as he was before the first moto, prior to the second he was again pumped up and ready to go. "I'm gonna win it, I know."

Russel jumped to the lead but very early Bill got his wish, an opening, and he took it and ran away to his first ever cash victory. Steve, with a second, took runner-up and will have to wait yet another week to join the select ranks of CMC Pro winners. Ron Blanton (Bul) took third with a pair of treys. ●

### Results

100 JRS: 1. Corki Moore (Yam). 2. Frank Inman (Hod). 3. Danny Curtis (Yam).
125 JRS DIV I; 1. Dennis Beat (Hon). 2. Terry Turner (Hon). 3. Arden Hadley (Hon).
125 JRS DIV II: 1. Clark Jones (Hon). 2. Steve Blazek (Suz). 3. Jim Burton (Hon).
250 JRS DIV I: 1. Corey Rudolph (Yam). 2. Jeff Dorsett (Yam). 3. Duane Crymes (Hon).
250 JRS DIV II: 1. Mike Ward (Hon). 2. Ryan Helzer (Yam). 3. Dale Anders (Bul).
500 JRS: 1. Jim Kramer (Mai). 2. Henry San Miguel (Mai). 3. Steve Holtman (Yam).
125 INT: 1. John Smith (Hon). 2. Russell Wilson (Yam). 3. Scott Pittillo (Hon).
250 INT: 1. Jim Ruth (Mai). 2. Terry Hugueley (Bul). 3. John Sullivan (Hus).
500 INT: 1. Gary Martini (Hus). 2. Steve Zoumaras (Mai). 3. Bob Haislett (Hus).
125 PROS: 1. Marty Smith (Hon). 2. Bob Haag (Hus). 3. Dave Eropkin (Hon).
250 PROS: 1. Rich Eierstedt (Hon). 2. Don Bongiorno (Hon). 3. Jack Hazard (Yam).
500 PROS: 1. Bill Shepard (CZ). 2. Steve Russel (CZ). 3. Ron Blanton (Bul).

## Rawhide Park MX

**By Tom Corley**

ELSINORE, CAL., MAR. 24

*Cycle News* and most Southern California racers will agree that Rawhide Park in Elsinore is one of the best kept up European-style motocross tracks around.

Unlike many other tracks, the Rawhide track makes you thrash over one and a half miles of rock filled straight-a-ways, hilly trails and jumps. With the park already having a super track what was needed was a good Sunday motocross program, so now they are firing off races with 100% payback money to Experts and 100% trophies to Sportsman. While all finishers of the three motos get a trophy, giant Majestic Trophy Company marbled awards are slapped into the hands of the first three victors.

The small but fast line-up of 250 Beginners, Novices, Intermediates and Experts blasted around the left handed starting sweeper in the first moto. The Kar Cycle Racing Team was out and cookin' as Ken Ratzloff and John Barclay started out in front smokin' the pack on Montesa VRs. Clay Musolf on a CZ of Coast Moto Cycle awaited his chance to zip into second when he got a break. Barclay's chain derailed at the scorer's booth corner and while he grunted with disgust the fast CZ blurred on by.

At this time it was clear that Ratzloff was the fastest 'Crosser on the track and at the park today. Yet with the start of the second moto Musolf pulled a trick start on the pack but soon Ratzloff zapped 'em for the win as Barclay got shoved back into third.

The third moto was in control of Musolf as Ratzloff didn't circle the track for some reason but soon got fired up and flew in for second over Barclay with the overall loot goin' to Ratzloff, Musolf and Barclay.

All the Mini-'Crossers class were fast today but all were snuffed by the fastest XR-75 racer, Scott Mason who had his tank polished and won the first two motos. Then in the final go he got into a crash act at the starting sweeper which blew his chances for the overall win.

### Results

Mini Beg: 1. Rick Taylor (Hon); 2. Scott Mason (Hon); 3. Danny Jean (Hon).
Powder Puff: 1. Pat Jones (Yam).
100 Beg: 1. Keith Hughes (Hod); 2. Martin Berg (Yam).
100 Sr: 1. Waymond Williams (Hon); 2. John Garey (Yam).
125 Beg: 1. Barry McLellan (Suz); 2. Bob Toliver (Mnk); 3. Charley Starr (Hon).
125 Nov: 1. Mike Lee (Hon); 2. Dave Fox (Hon); 3. Dan Blue (Hon).
125 Int: 1. Dana Nelson (Suz); 2. Mike Gibson (Pen); 3. Bob Henry (Hon).
125 Sr: 1. Toby Taki (Hon).
250 Beg: 1. Harvey Murguia (Hon); 2. Doug Mittag (CZ); 3. Barry Blanchard (Yam).
250 Nov: 1. Mike Senczyszn (CZ).
250 Int: 1. Fulton Tidwell (Hon); 2. Adrian Hernandez (Kaw); 3. George Dance III (CZ).
250 SR: 1. Ken Ratzloff (Mon); 2. Clay Musolf (CZ); 3. John Barclay (Mon).
500 Beg: 1. Mike Stell (Mak); 2. William Cook (CZ).
500 Nov: 1. Richard Kelsey (CZ); 2. Casey Wasem (Yam); 3. Rodney Jones (Yam).
500 Sr: . 1. Ricky Downs (CZ)).
125 Old Timer: 1. Jack Hurley (Hon); 2. Fred Maynard (Yam).
500 Brg Old Timer: 1. J. L. Siebrandt (Gre).
500 Nov Old Timer: 1. Samuel Jones (Mai); 2. Paul Webster (CZ).

**Clay Musolf exits the loose stuff followed by a charging John Barclay.**

TOM CORLEY

## CMC Irwindale

**By John Bethea**

IRWINDALE, CAL., MAR. 22

You can mark down two more names on the ever-growing list of CMC Professional motocross winners: Cliff Lett and Curly Wholey. Respectively they were the 171st and 172nd on a list that includes the greatest in American motocross history over the past six years.

In fact, both the 125 and 500 Pro classes, which they won, were packed with rookie "non-winners."

Lett won the 125 with a healthy four-point margin, 5-9, over Bryan Dodge. Honda claimed the top four positions overall with current CMC points leader Mike Bell third and three-time CMC winner Dave Carlson fourth. Cliff captured the first two motos over Dodge and Mike Garrett, who broke the Honda spell on his Penton finishing fifth overall. In the final, Carlson cruised into the top five with a moto win while Lett took third behind Dodge.

Up in the bigger bore 500 class, Wholey used his CZ in a consistent manner to edge out Ted Scruggs (Mai) for the overall even though they tied on points at seven each. The tie breaker was the final moto finish and Wholey won when it counted with Scruggs second. Joe Johnston (Mai), in his third year as a CMC Pro although he is only 16, won the initial encounter by coasting across the finish line with a blown lower end (an obliterated rod). He was the only former Pro winner in the lineup and it gave the opening to the rookies. Wholey scored with a fourth, second and first while Scruggs totalled his seven via a second, third and second. Dan Barnes (CZ) claimed third overall and won the second round.

After successfully defending his 250cc Pro victory last week, Val Tamietti (Hon) again went head-to-head with Jeff Vidic (Mai) for this week's honors and as expected they entered the final decider tied with three points each. Their first two duels recorded the fastest five-lap times of the night, at 3:14 (Tamietti) and 3:11 (Vidic), for the Pros.

The gate fell and no surprise; Vidic took the immediate lead and Tamietti came charging into second. It looked to be a sure race to the finish, but it ended abruptly on lap three when Val went down in his haste to catch Jeff and wound up sixth in the moto, still second overall at four-nine in scoring. Don Bongiorno (Hon) almost took advantage of the situation, finishing third with a mere 10 points.

Rick Carrisosa (Mai) recorded the fastest times in the three-lap Intermediate classes on his 500cc machine. While sweeping the class he recorded consistent times of 1:54, 1:55 and 1:53.

Gary Denton (Hon) recorded the fastest 125 time in winning the second Intermediate moto, but only took third overall behind the third moto winner John Estes (Hon) and consistent Mike Thill (Hon). Denton's time was 1:54.

The 250s were equally as rapid with

overall winner Jim Ruth (Mai) also recording a 1:54 in his second moto win. His six points were tied overall by Joe Plante (Hon), who had three seconds. But Ruth decided matters with a final moto victory. •

**Results**

MINI EX: 1. Mark Lawrence (Yam). 2. Lance Moorewood (Ind). 3. Vince Van Hook (Yam).
MINI JRS DIV I: 1. Mark Richardson (Gem). 2. Scott Tipton (Hon). 3. Mark Hayward (Hon).
MINI JRS DIV II: 1. Roy Smith (Hon). 2. Steve Henson (Hon). 3. Frank Souto (Hon).
100 JRS: 1. Lance Moorewood (Ind). 2. Chico Martinez (Yam). 3. Gary Zulian (Hod).
125 JRS DIV I: 1. Alan Truax (Hon). 2. Tony de la Sota (Yam). 3. Rich Radice (Hon).
125 JRS DIV II: 1. Rudy Chavez (Suz). 2. Eric Faber (Yam). 3. Scott Pyfe (Hon).
125 JRS DIV III: 1. Steve Marks (Hon). 2. Mike Sepulveda (Hon). 3. John Whitesel (Hon).
250 JRS DIV I: 1. Gregg Kampen (Hon). 2. Chris Johnson (Yam). 3. Don Wood (Hon).
250 JRS DIV II: 1. Kevin Corson (Mai). 2. Dan Bryson (Yam). 3. Dave Maxwell (CZ).
500 JRS: 1. Kevin Talbot (Mai). 2. Trent McGee (CZ). 3. Duane Dier (CZ).
125 INT: 1. John Estes (Hon). 2. Mike Thill (Hon). 3. Gary Deton (Hon).
250 INT: 1. Jim Ruth (Mai). 2. Joe Plante (Hon). 3. Dave Foltz (Yam).
500 INT: 1. Rick Carrisosa (Mai). 2. Craig Phillips (pro). 3. Tim Wyant (CZ).
125 PRO: 1. Cliff Lett (Hon). 2. Bryan Dodge (Hon). 3. Mike Bell (Hon).
250 PRO: 1. Jeff Vidic (Mai). 2. Val Tamietti (Hon). 3. Don Bongiorno (Hon).
500 PRO: 1. Curly Wholey (CZ). 2. Ted Scruggs (Mai). 3. Dan Barnes (CZ).

# Contingency money offered for AMA Regional Championship Series

LONG BEACH, CAL., MAR. 25

Cycle News announced today that their 1974 racing contingency program will be directed towards the AMA's Regional Championship half mile/TT/short track series.

A total of $225 will be divided between the first three finishers in the main event in each class - Expert, Junior and Novice - at all Regional Championship half mile and TT events. $25 per rider will be paid to positions 1-2-3 in each of those classes provided that the rider's motorcycle prominently features a Cycle News stickie.

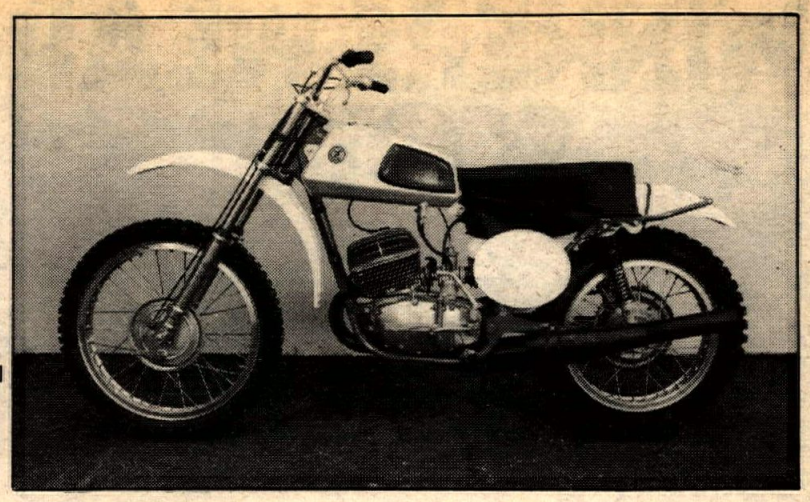
Regional Championship short track events, where the three rider classifications are grouped for the main event, will pay $25 each to the first three finishers, once again providing that a Cycle News stickie is affixed to the rider's motorcycle.

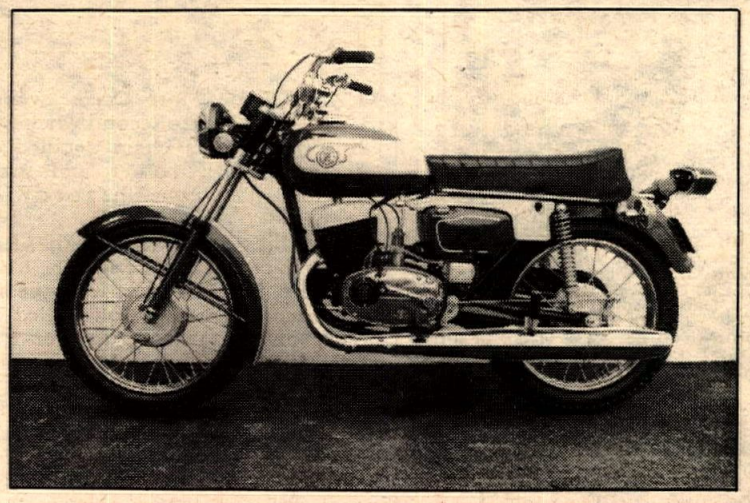
Cycle News stickies are available from the three offices of Cycle News: West-P.O. Box 498, Long Beach, Cal. 90801; East-P.O. Box 805, Tucker, Ga. 30084; Central - P.O. Box 13245, Austin, Tex. 78704. In addition, Cycle News stickies will be available at each Regional Championship race from either a Cycle News staff member or a reporter assigned to cover the event.

The purpose behind the posting of contingency prizes in the Regional series rather than at Nationals is, according to Cycle News publisher Sharon Clayton, "The Grand National Championship purses and posted contingency awards have increased to the point where those riders who fare well throughout a season end up with very gratifying yearly incomes. Riders who, in most cases, do not have factory salaries, bikes and support and who compete in the Regional races do not always finish the year in the black. Following a suggestion by Bob Lenk and Jack Mangus, of our Eastern edition, we have decided to support the Regional series with the thought in mind that we might possibly help riders who most need the support of the motorcycling industry."

In addition to the Regional Championship contingency prizes, for the third consecutive year, Cycle News will present the Grand National Champion with a $750 custom wardrobe. Mark Brelsford and Kenny Roberts were the first two recipients of this award. •


125
250
400
MX-DESERT





125
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STREET

NEW FROM CZ IN '74

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**FOR THE COMPETITOR:** You'll always see the name CZ in the win column — if it's in a backyard moto-x, in the Trans AMA series, in any one of the major desert races, or in the world moto-x championships. This year you can expect it in all three classes because there are some new features that only add to their winning ways.

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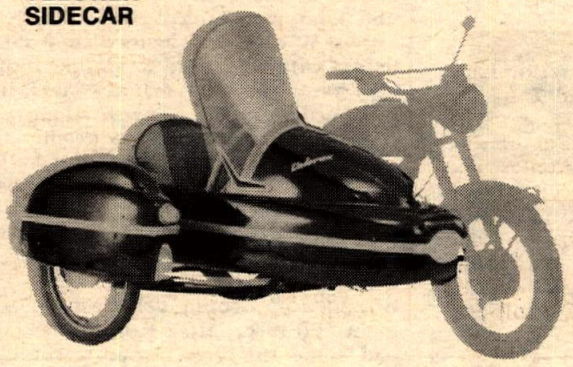

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TOM CORLEY

Burt Wald, 125 Beginner. . .tongue in cheek and a flying Jofa.

## SAM MX

**By Tom Corley**

ORANGE, CAL., MARCH 23

The second Saturday of two-40 minute moto racing fired off at Saddleback Park with a good line-up of 'crossers out to test whether they and their machine could hack it.

When the day was done, it seemed like everyone dug it and the bikes in the pits stayed pretty well together. The racers put on a super show and so did the Saddleback Association of Motorcycles who are the first to do this. The one blunder made by the promoters was their failing to have official overall results ready by the climax of the show. Though I can't tell you who won each race overall, I can say who captured victory and tasted defeat within the two super long motos.

The big barrelled 250-500 Intermediates and Experts, along with the 125 screamers, made the first roaring sound to come from the starting area. Mike Yorba split the scene today and made the going more peaceful for the 500 Expert with Husky saddled Cole Hastings starting the first moto in front. His hero role was soon broken as he ended up coming dead last. Another main 500 racer, Mike Rohrbacher (Mai) had some flu bugs rompin' around in him, which forced him to the sidelines.

The 250 Expert contest was going on between Pat "Flyin'" Flynn *(Yea, Pat . . . Ed.)* on a trick Yamaha and Phillips who sported the Honda Elsinore 250. Gary Faulks on a Elsinore 125 looked just like the pack of other Honda racers, except for that he was leadin' the 125 Expert bunch. Jim Domann (Hon) couldn't believe how fast Faulks was moving and took second and neither could Sagebrushers' M.C. racer, Jack Hazard and rapid Intermediate Jeff Osborn. ●

## NRA MX

**By Chris Hatounian**

VALENCIA, CAL., MAR. 17

A cold, brisk morning welcomed riders to the festivities of the National Racing Association Motocross at Indian Dunes Park. The Shadow Glen Course was the site of what turned out to be a great day of racing, with good track preparation and rider turn-out.

Larry Watkins was the man to watch in the 250 Expert race. In the first moto, Rod Cowell (CZ) took off in the lead with Watkins (Ric) in about fourth. About half way through the moto, Watkins started pouring it on and passed everybody, including Cowell and took over first to the end.

In the second moto, Watkins shot out in the lead on his Cycle Products West sponsored Rickman and was never to be headed for the remainder of the moto. Second place went to Cowell. A fight for third went on between Dave Cerwinski and Bill Wilson, with Wilson taking third and Cerwinski fourth.

Victor Triepks (Mnk) grand slammed the 125 Experts after quite a battle with Ron Palmer (Hon) and Pug Ferreira (Pen). Palmer won the first moto, but Triepks ended up the winner with the highest placing in both motos. Palmer took second and Ferreira third.

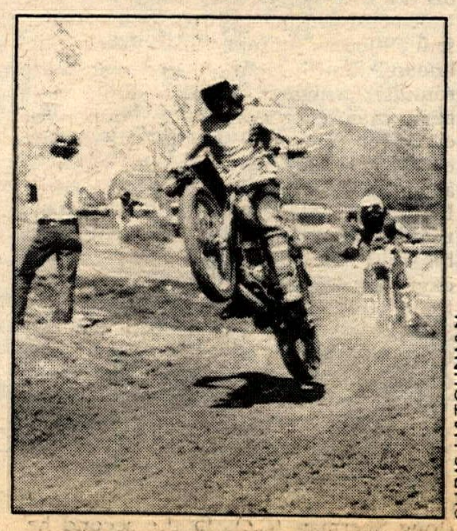
The best racing of the day was with the 125 Intermediate. In the first moto, Rick Kawana (Hon) took off from the pack with John Oswald (Hon) and Dave Bush (Pen) having a fierce battle for second. Going around the S turns neck and neck, Bush crashed. By the time he picked up his Penton, it was too late for a good placing. Tom Barnett (Hon) ended up third.

In the second moto, it was John Oswald's turn to disappear from the rest of the pack. Kawana got a bad start and went wild trying to get up to Oswald, but it was too late. Kawana took second and Barnett took third. Don Faulkner (Hon) rode his way to fourth.

Later in the day, parts of the track got very dusty. Seeing through dust with two eyes is hard enough, but Sam Torres (Yam) had an additional handicap. He only has vision in one eye, but Sam took first Overall in the Open Beginner class.

Kim Herbert (Hon) had to fight off a hard-charging Sandy Gonzales (Hon) to win the Powder Puff class. Dolly Hays (Pen) was third. ●

Bret Rooka (Hon) leads John Oswald (Hon) with some last-lap fancy antics.



CHRIS HATOUNIAN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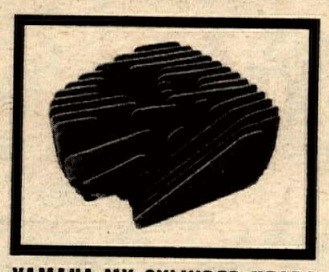

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JOHN BETHEA

Randy Meyers keeps a hard charging Rex Staten at bay, for awhile anyway.

# Big Bucks Local Revisited

By John Bethea

ORANGE, CAL., MAR. 17

## After a very successful turnout in February for its big $1500 motocross, the CMC decided to hold a repeat today at Saddleback

Park and again more than 400 riders and 4000 spectators showed up.

Tommy Croft, however, wished he hadn't. In the first 500cc Pro moto, while running third, he crashed with another rider and went down very hard, fracturing his jaw in four places and messing up his bottom row of teeth pretty badly. A conservative estimate is that he'll be out of action about two months.

Meanwhile, Rex Staten successfully defended last month's 250 Pro win, this time doing it in his initial appearance on the West Coast on the factory Honda. In a field of 40 riders, it was tough. He came from behind to win the first moto with Morris Malone (Yam) grabbing a hard earned second. The second moto was topped by a hard-charging Randy Meyers (Bul) with Staten trying hard to keep pace on his box-stock Honda, as his factory machines were still in transit from Daytona. Malone came in fourth for second overall with Doug Sherman (Pen), now riding for Don Emler's Flyin' Machine Factory, acing out Meyers for third. Randy, hurt by a first moto ninth, could only obtain fourth with two-class riding Chuck Bower (Hon) fifth.

Chuck also combatted the 125 Pro class and again could not seem to catch Marty Smith (Hon), but this time at least gave him a clean, good battle. In each round both were right up there at the start, but not at the point. Rick Sheren (Hon) grabbed the lead each time down Banzai hill and tried to hold off the two fast factory riders.

They both managed to get by, which sent Sheren slipping back down the lineup. Smith went on to win both rounds, bringing his incredible 1974 performance record to an impressive eight for nine and 16 of 18 in moto count. With two seconds, Bower achieved another runner-up spot with Dave Carlson (Hon) taking third via a third and fourth. Dave Pessy (Hon) got his best performance of the year in daylight racing with a fifth and third for fourth overall for his G-D Performance Specialties, a new shop in Orange. Chuck Lunde was fifth on the Pacific Coast Honda out of 34 riders.

Mike Yorba (Mai) tried very hard and was closing in on the overall lead when his bike failed him on the final lap of the final moto. He had won the first quite handily over Albert May (Mai) and Doug Sherman (CZ). In the second he developed problems on the first lap and passed the tower in dead last. May was up front and stretching it out.

Yorba was then tearing through the pack and with only a few laps remaining had moved into fourth. Meanwhile, Sherman was being waylaid behind Tim Lunde (Mai) and it took him several laps to finally get by him to take over second and second Overall. Time had almost run out and he realized there was no chance to catch May without his making an error. He didn't, thus winning his class for the second week in a row. The report is that he is on Staten's old Maico.

The huge turnout forced the CMC officials to cut all the Amateur classes to just two motos, but to make up the riding time, extended the number of laps in each. As it was, the final moto of the day ended just as the sun disappeared behind the hills shortly after seven. The next time a biggie of this type is run, something will have to be done to accomodate all the riders in less time. Either the entry will be limited or the Amateurs will not be offered the big four-foot trophies as they were today. But, beyond that, the CMC hasn't decided when to hold the next biggie.

In all, 11 of the 14 Amateur classes were decided by two moto sweeps. Only Jeff Dorsett (Yam) in the 250 Jrs. Div. II and Tim Marsh (CZ) in the 250 Int. Div. I won overall with only one moto victory and Gary Bezer (Yam) took the 125 Jrs. Div. II with a second and third.

### Results

Mini: 1. Steve Moore (Hon); 2. Ron Utaski (Hon); 3. Tim Ochoa (Hon).
100 Jr: 1. Joe Castro (Yam); 2. Dave Garner (Hod); 3. Nikola Mitich (Yam).
125 Jr Div I: 1. Mark Harrington (Hon); 2. Dennis Beat (Hon); 3. Mark Ropel (Hon).
125 Jr Div II: 1. Gary Bezer (Yam); 2. Mike Harris (Hon); 3. Mark Pittillo (Hon).
125 Jr Div III: 1. Jeff Tomlin (Hon); 2. Dan Brice (Hon); 3. Paul Strickland (Hon).
250 Jr Div I: 1. Mark Storr (CZ); 2. Larry Lutz (Hon); 3. Mike White (CZ).
250 Jr Div II: 1. Jeff Dorsett (Yam); 2. Dave Ware (CZ); 3. Gregg Wulfe (CZ).
250 Jr Div III: 1. Jim Nasser (CZ); 2. Britt Holtz (Hon); 3. David Nuding (Yam).
500 Jr: 1. Scott Cavness (Bul); 2. George Carner (CZ); 3. David Blosser (CZ).
125 Int Div I: 1. Kevin Crawford (Pen); 2. Bill Glore (Hon); 3. Mark Brown (Pen).
125 Int Div II: 1. Jack Hazard (Hon).; 2. John Smoot (Hon); 3. Steven Potts (Hon).
250 Int Div I: 1. Tim Marsh (CZ); 2. Dave Foltz (Yam); 3. Charles Richardson (Hon).
250 Int Div II: 1. Gary Hymes (KTM0; 2. Mike Ruby (CZ); 3. Ralph Kerr (Hon).
500 Int: 1. Jon Miller (Mai); 2. Greg Sokol (CZ); 3. Steve Aoumaras (Mai).
125 Pro: 1. Marty Smith (Hon); 2. Chuck Bower (Hon); 3. Dave Carlson (Hon).
250 Pro: 1. Rex Staten (Hon); 2. Morris Malone (Yam); 3. Doug Sherman (Pen).
500 Pro: 1. Albert May (Mai); 2. Doug Sherman (CZ); 3. Tim Lunde (Mai).


# RUNYARD, THORWALDSON & PENNZOIL SWEEP FLORIDA WINTER SERIES

**MIKE RUNYARD**
**500cc OVERALL CHAMPION**

Suzuki rider, Mike Runyard, grabbed the winter Florida Invitational Series 500cc Overall title on the strength of well prepared machinery and consistent riding. Mike took four seconds and one fourth in the tough five-event series. Mike Runyard asks for Pennzoil 2-Stroke Motorcycle Oil.

**RICH THORWALDSON**
**250cc OVERALL CHAMPION**

Completing the Suzuki/Pennzoil sweep was Rich Thorwaldson, who nabbed the series 250cc Overall title with one first, three seconds and one third. Like his teammate, Rich asks for Pennzoil 2-Stroke Motorcycle Oil. Dirt or street. . .if what you ride is worth caring for, Pennzoil is worth asking for.

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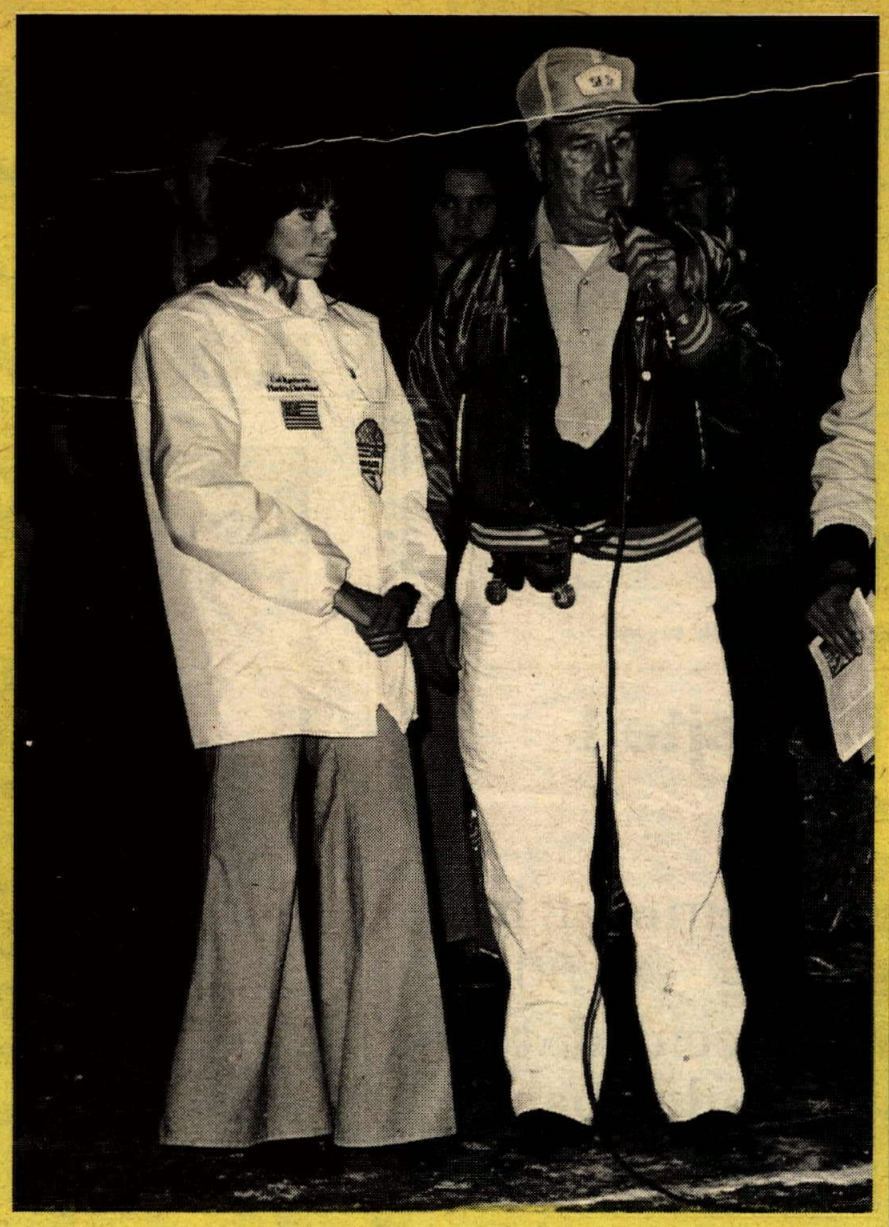
# Cal Rayborn Memorial Half-Mile: They remember

DAN MAHONEY

Ricky Hocking with the symbolic gold. Trophy he's holding is perpetual Rayborn Memorial award to be defended next year when this race continues as an annual event.



Jacky Rayborn, was introduced at intermission by H-D dealer Leonard Andres.

Sal Peluso (6R) and Tom White (80) try to catch Rick Hocking (31) in the heat race. In the Main event, nobody else could catch him, either.

Roberts grimly charges at John Hateley (98) during their heat race.

DAN MAHONEY

**By Lane Campbell**

CHULA VISTA, CAL., MAR. 23

They came in droves to overflow the stands at South Bay Speedway, in spite of glowering skies and damp chill that had Ken Roberts huddled under a bulky warm-up jacket and many riders taping hand shields to their handlebars. Almost 150 riders had come out to ride this one, even the Yamaha team of Roberts, Romero and Castro, though they are due to leave shortly for a round of European road races. As practice wore on into time trials, the headlights strung out to the horizon. Soon it was even S.R.O. in the press box.

Compared to the fine-tooth combing and brushing seen at last year's Ascot National, track preparation was minimal. Prior to practice, the organizers wet the track down and had everybody lap the course several times in their vans to pack it. The result was a somewhat narrow fast groove with occasional soft spots that got bumpy during the program.

One of these was at the entry to the south turn. The fifth Novice out of the hole in practice nailed this one squarely and wiped out, setting the pattern for action at this end of the track. Later on, Gene Romero struck the same spot, got crossed up, looked back at the spot while recovering, and appeared to mutter something unprintable under his face-shield. Such is the survivability of the Expert rider.

Some of the Novices went totally berserk in their efforts to make the program. The fourth heat had to be stopped twice; once when a pair of riders locked bikes entering Turn One, and again when somebody lost it leaving. Pat Guthrie, Chuck Miller, Rex Hailey, Elbert Turner and Pat Rose all won their heats to transfer directly into the Novice Main.

Top Expert qualifying time was set by Danny Hockie at 25.92 seconds, with John Sperry, Ron Moore, Don Castro, Mert Lawwill, and Ken Roberts in that order.

The first Expert heat had Roberts, Castro, and John Hateley in it. Hateley came into the south turn first with Castro and Roberts jockeying behind him. The heat was stopped after Castro got crossed up in the south turn and was spit off to the outside with the Yamaha thumping across him on the second bounce. Don got over the haybales favoring his left knee. After all was clear he gritted his teeth and walked back to the paddock, but it hurt nonetheless. *(The battered knee may cost him part of the season. . .Ed.)*

On the restart, Hateley again got the hole shot with Roberts muscling up on the inside. At the checker, Hately held Roberts off by inches.

Gene Romero won the second Expert heat as Bob Sanders almost got off just behind him on the fourth lap. Mert Lawwill was bumped to the Semifinal after a bobble in the south turn cost him third place. Rick Hocking, Tom White, and Sal Peluso transferred from their heat in that order.

In the Expert Semifinal, Ron Moore led with Bob Sanders and Mert Lawwil in tow. Mert almost lost it on the third lap, finally picked Sanders off, and blew by Moore under the white flag on the back straight. Apparently still with the bit in his teeth, Lawwill went on to win the Trophy dash wire to wire. In the pits, Mert admitted to being annoyed at the Harley team for not making a 100% attendance at Cal's race. He made his point.

Chuck Miller got the drop on Pat Guthrie and Brent Knaver at the start of the Novice Main. By Lap Two, both Guthrie and Knaver had gotten by, and Elbert Turner was making a spectacular charge up through the pack. On the final go-round, Turner dived under Guthrie in the south turn, Guthrie stole the lead back in the north turn, and won the drag race to the checker.

While running third in the Junior Main, Earl Meyer (Junior Semi winner) went down and slid from inside to outside in front of most of the field. Hay flew everywhere as the pack scrambled to get around and stay up, while Meyer dived for sanctuary. Ron Tobey charged early leader Scott Smith repeatedly; finally got around entering the south turn.

In the pits, Ken Roberts' crew did a little last-minute tuning with a rubber mallet. Adjusting the fork position in the triple clamps to try to get the Yamaha's handling to settle down. As events turned out, they had been concentrating on the wrong end of the machine. Ken's style all night was to get inside of the entire pack entering the first turn and charge, drifting into whatever hole opened up on the exit phase. Then his race would be an exercise in grim determination, fighting the machine and the bumpy track with jaw clenched.

The Main event began with Rick Hocking taking an early lead, Romero tucking in behind, Roberts making his charge up the inside to fourth in the south turn, and Lawwill bottled up in the middle. Burrito could do nothing to get close to Hocking as the field began to string out. Mert Lawwill began to move by Lap Four, and little known to the crowd, a rear wheel bearing on Roberts' bike began to destroy itself. Lawwill picked off his riders one by one, blowing by each of them down the back chute. By the time he finally took Roberts, the rear end wobble on the Champion's bike was plainly noticable. It finally got bad enough to toss the chain while Ken was doggedly hanging onto fourth spot.

Lawwill got by Romero on the next to last lap, and Hocking, who had never been seriously challenged, wheelied across the line at the finish.

The super-capacity gate, along with rider donations from their winnings, earned $5,000 for the Cal Rayborn Memorial fund. •

## Results

Expert Main: 1. Rick Hocking (Yam); 2. Mert Lawwill (H-D); 3. Gene Romero (Yam); 4. Sal Peluso (Tri); 5. Frank Gillispie (Yam); 6. Ron Moore (Tri).

Junior Main: 1. Ron Tobey (Tri); 2. Scott Smith (Tri); 3. Bud Smith (Tri); 4. Art Fredenberg (Yam); 5. Scott Marshall (Yam); 6. Nick Nazzisi (Tri).

Novice Main: 1. Pat Guthrie (Kaw); 2. Elbert Turner (Yam); 3. Brent Knaver (Yam); 4. Mitch Perri (Yam); 5. Mark Smith (Hon); 6. Chuck Miller (Yam).

Trophy Dash: 1. Mert Lawwill (H-D).

Expert Semi: 1. Mert Lawwill (H-D); 2. Ron Moore (Tri); 3. Bob Sanders (Yam).

Junior Semi: 1. Earl Meyer (Yam); 2. Art Fredenberg (Yam); 3. Art Carter (Tri).

Novice Semi: 1. Mark Smith (Hon); 2. Mitch Perri (Yam); 3. Brent Knaver (Yam).

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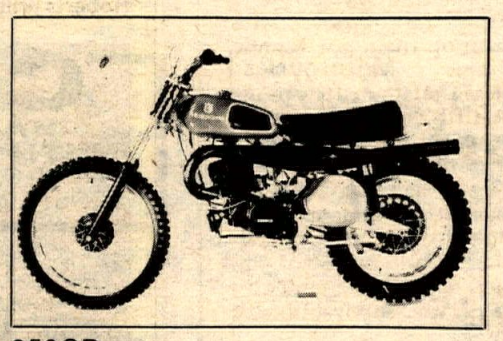

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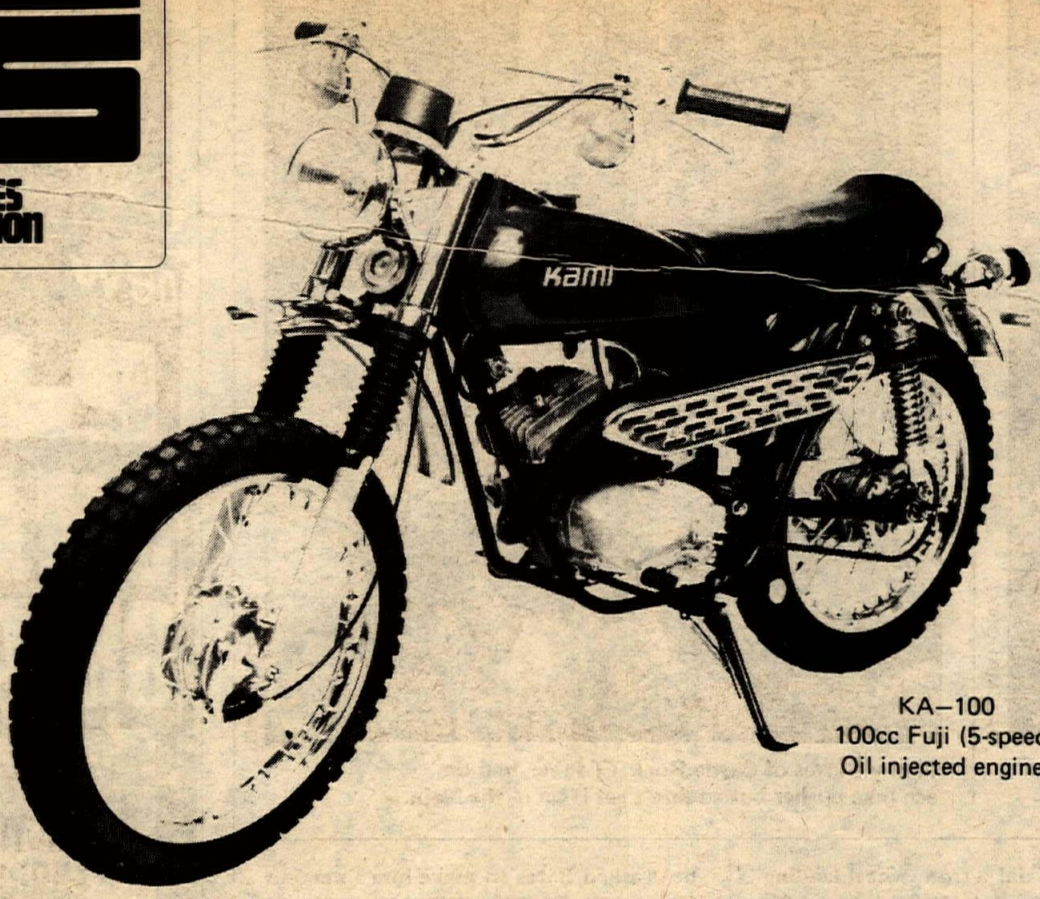


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# Gary Scott does Ascot 100 quickest –again

By Maureen Lee

GARDENA, CAL., MARCH 24

Gary Scott, riding for Harley-Davidson this year, won the 100 lap TT at Ascot Sunday, making it two years in a row for him. Most of the top Experts were on hand but the field was down with some riders having left for Europe. Team Yamaha left directly after the Cal Rayborn Benefit the night before.

No Juniors were allowed this year but, hopefully, next year they will be included to round the program out. AMA referee Chub Kellam also said that many riders no longer have a TT rig, and it's a fact that riders from Northern California and the Northwest have a much more active TT season than do Southern Californians.

Practice was held on a slick track which eventually beat down after the start. Some of the riders commented it got a bit rough, especially after the halfway point. The laps kept getting longer and longer!

Only 31 riders time trialed; the first 20 earned plates on the feature starting grid with the remaining 11 riding a five lap Semi to determine where they would start. Everybody eventually made the program. Fastest time was set by Mert Lawwill (H-D) at 49.73, with Scott only three tenths of a second slower. John Hateley (Tri) filled out the front row with 50.30.

Oregon's Mark Williams (Tri), ranking second in TT standings, led the Semi from start to finish, with Bob Sanders on a 500 Yamaha in second for the first four laps. On the fifth Don Dudek (Tri), who had been breathing down Sanders' neck, breathed a little harder and slipped by him. Rex Barratt on another Triumph, who started in the back row, rounded out the first four.

Starting in rows of three, the riders lined up for the Main, and big bike fans got that familiar spine tingle upon hearing 31 750cc engines roar. Mert Lawwill led the mass charge into turn one. The field all made it around for the first lap. The long haul was underway.

In the first turn, after Lawwill, it was Tom White and Scott but in the sorting out that followed, it was Lawwill, Scott, Hateley and Yamaha's Jim Odom who had started directly behind Lawwill.

Lap two saw Paul Bostrom lose his Harley but he was up and running again quickly.

The next couple of laps saw the front three starting to leave a little gap between them and Odom who was leading the next gaggle. Tom White was the first man in for mechanical adjustment. Then, suddenly, on lap five, Hateley went down. He overcooked it in the esses trying to pass Scott, got right alongside and dropped it. Scott demonstrated a much smoother style than the sliding Hateley. Hateley's front brake lever was compressed by the fat Harley seat as he tried to pass and the front wheel locked up – dumping him. This put Odom third and Ron Powell fourth.

Further back, the mass of riders were still moving around for spots to settle into for the long pull. John Sperry, who turned in great rides last season on a Suzuki and is now riding a Triumph for Long Beach Triumph, was swapping places with Oregon rider Ed Herrmann. Bob Sanders was the first to retire on lap seven.

On lap eight, Scott passed Lawwill, who was using his Half-mile engine, the two Harleys settled into the positions they would finish in. Scott put some distance between himself and Lawwill, at one point eight seconds, and started clocking off lap times that, as the race

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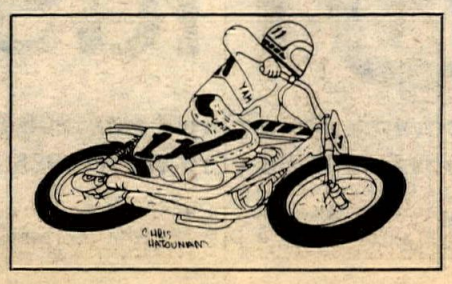
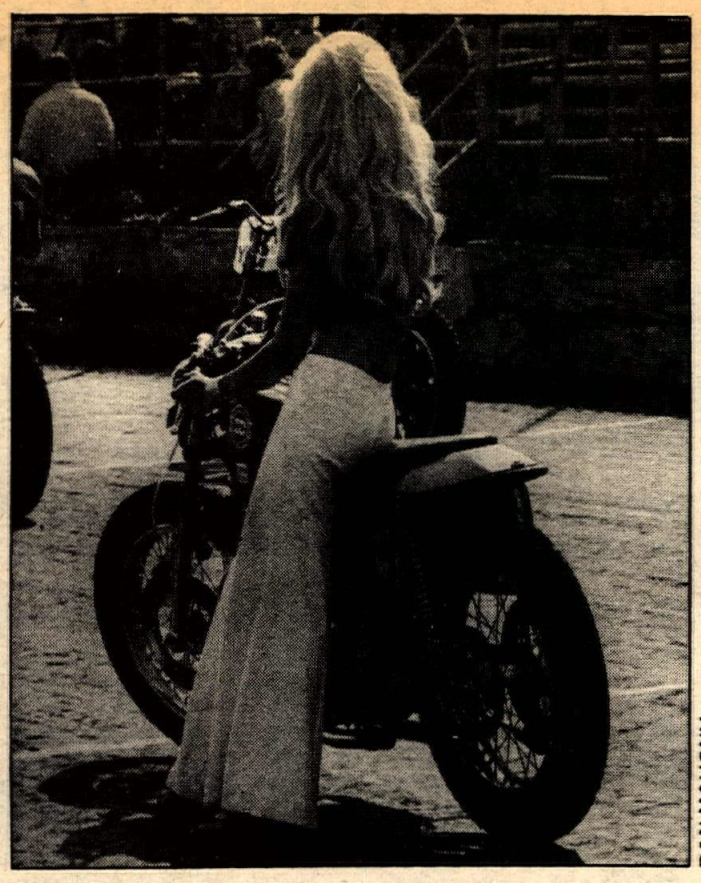


DAN MAHONY

Harley team rider Gary Scott won the Ascot 100-lap TT for the second straight year.



DAN MAHONY

Sonny Burres of Castle Rock TT fame, had the ace bike pusher but couldn't get it on in the Main.

progressed, were as regular as clockwork. We clocked them thirty laps apart, running like a freight train at 48:80 and looking as if the prospect of another 99 laps on top of the first wouldn't faze him one bit.

Behind them, riders were now strung out all along the track starting to make it difficult to tell who was where and making it busy for the faster boys as they started lapping the field. To spectators unfamiliar with the effort in riding a 100 lap TT, things could seem boring from this point on. It's true that there wasn't much cheering from the stands. Still, Hateley was going with all stops out trying to better his position.

Chuck Joyner (Tri) who passed Odom on lap nine to hold down third took a bad fall in Turn One and the bike refused to re-start, leaving Joyner to finally hang it up and watch from the fence. Odom also took a tumble but was quickly up and running again. Joyner's fall had put Mark Williams, on a Triumph but wearing Harley-Davidson colors into third making it look like Harley was leading the field. Hateley was still busy bettering his position and around lap 43 did a front wheel landing over the jump that resulted in a real tank-slapper and no doubt caused enlarge eyeballs for a few moments.

Come lap 60, it was still Scott, Lawwill, Williams, Odom and Renslow. Hateley, at times crossing up like a motocrosser over the jump was a lap down in between Odom and Renslow and trying to unlap himself. Although leading nicely, Scott wasn't loafing. On lap 65 he was 30 seconds ahead of Lawwill and, fifteen laps later, had added another four. Passing was difficult, keeping starter Chuck Murray busy using the move over flag on slower riders as the faster shoes appeared behind them.

For many a lap, Williams had been running one lap down between Scott and Lawwill but on the 92nd, Mert passed him to be the only other rider besides Gary Scott to complete the 100 laps as the long drag ended.

The front three lined up for interviews with Roxy Rockwood as the yearly event became another page in the record book. When asked about his Harley leathers, Williams answered that he'd asked Bates to make him a new set and when he got them they were in Harley colors. We bet that'll get changed!

Scott was quiet as always, saying that he had paced himself and just did the best he could, not mentioning the little dice he'd had to make things interesting when he lapped Ron Powell. Of the 31 starters, 20 finished. Not too bad for a race of that length.

Regular Half-mile racing for the season commences at Ascot on Friday, April 5 with the Silver Medal Series. ●

### Results

100 LAP REGIONAL TT: 1. Gary Scott (H-D). 2. Mert Lawwill (H-D). 3. Mark Williams (Tri). 4. Jim Odom (Yam). 5. Mike Renslow (Tri). 6. Ron Powell (Tri). 7. Paul Bostrom (H-D). 8. Sonny Burres (Yam). 9. John Sperry (Tri). 10. Rex Barrat (Tri). 11. Bruce Townsend (Yam). 12. Don Dudek (Tri). 13. Dusty Coppage (Tri). 14. John Hateley (Yam). 15. Mike Konle (Tri). 16. Terry Morairity (Yam). 17. Tom Rockwood (Tri). 18. Gene Hartline (Tri). 19. Ed Herrmann (Tri). 20. Rick Hocking (Tri). 21. Randy Scott (Yam). 22. Bob Conway (Yam). 23. Terry Dorsch (Yam). 24. Devon Sowell (Suz). 25. Chuck Joyner (Tri). 26. Pat McCaul (Yam). 27. Tom Clark (Tri). 28. Danny Hockie (Tri). 29. Tom White (Tri). 30. Reg Chosney (Tri). 30. Bob Sanders (Yam).

DAN MAHONY

Mike Konle laid down his Triumph and got everybody confused. What's worse, he did it on the first lap.

"Little" John motocrosses the jump ahead of Terry Dorsch (Tri).

DAN MAHONY

Mert Lawwill (H-D), Gary Scott (H-D), and John Hateley (Yam) were the three that could have won. John bumped Gary and crashed trying to pass him off the groove.

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# CMC TT and Half Mile

By Greg Cain of Creative Images

GARDENA, CAL., MARCH 16

## Saturday night racing returned to Ascot Park this week after two weeks of rain. The only unhappy beings at the Park were Aggie's

Ducks. They seemed to be rested up and ready for another night of racing. I have often wondered if the officials would Red Flag a race if one of those ducks decided to take a stroll on the half mile. They seem to be smarter than the average duck though, because they stay away from the water hole over on the TT course.

Along with the ducks, CMC found themselves with a total of 141 riders signed up to race. That was the largest turnout so far this year.

In the 125 TT and Half Mile class, the Montclair Yamaha Team of Fast Eddie Lawson and Mighty Mite Mike Tidwell arrived on the scene bound bent and determined to put their biggest threat, Little Mike Minnig, on the trailer and send him home with his head hanging. To start things off, Fast Eddie took to the TT course like a stroll in the park, and continued his winning ways the rest of the night. Four starts, four firsts.

The 125 TT Main began with an unreal battle for the lead. When the three leaders made the jump it was Lawson, Minnig and Tidwell. On the next lap Tidwell got by Minnig who really got shook and let two more riders ahead of him before he got his act back in one piece.

In the 125 Half Mile Main the same three riders jumped to the head of the pack but this time Minnig held on to second. It wasn't easy as Tidwell got beside him on every lap in the corners but just didn't have it in the straights.

Forty one riders were signed up for the 250 TT class. The only way it could have been more exciting would have been a *streakers* heat. When the heats were over and the riders who made the main lined up, it was something to see. The fastest 12 men were lined up and they all knew that the money stopped at number three. Dennis Briggs (Yam) made off with the big ones but not without a real battle for it. Steve Scott managed to get by and hold off the hard charging Elbert Turner for second. It was close all the way.

Charles Soderstrom made it three in a row on the half mile as he flew to an impressive victory followed by Dennis Briggs and Scott Marshall.

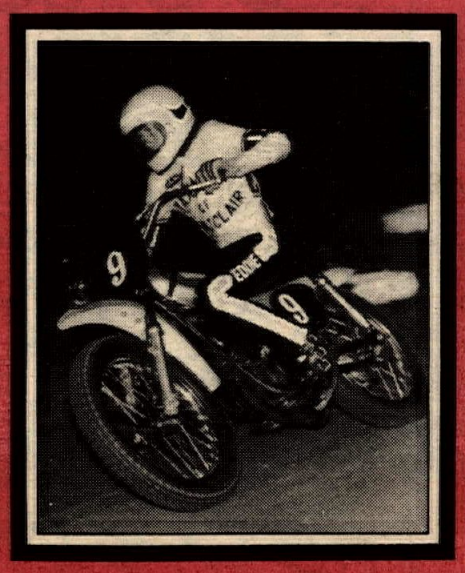
The 500 TT was won by Earl Roloff followed by Kirk Redding. Just a few seconds off the fast pace set by the leaders was Brad Hoes. Kirk is a real crowd pleaser on his big Maico as he does some really strange things off the Ascot jump.

This week's 500 Half Mile Main was beyond a doubt the fastest, closest and thrilling race that has been run at the CMC events here. Dennis Briggs got off the line and into the corner first, behind him came a pack of riders that looked like a bunch of hounds on a fox's tail. Above the scream of the two-stroke bikes you could hear the thunder of Shorty Seyborn's BSA Gold Star. Now Shorty had some trouble off the line but once he got moving he jumped to sixth place on the first lap. Somewhere in the next two laps he moved up to fifth. On the fourth lap he passed three bikes in turn two. When the white flag dropped, Shorty was breathing down Brigg's throat. Again in turn two Shorty let the big BSA have it and flew into the lead. By the way, this was only the second time out for Shorty in five years and he has won the main both times. ●

### Results

125 TT: 1. Eddie Lawson (Yam). 2. Mike Tidwell (Yam).
250 TT: 1. Dennis Briggs (Yam). 2. Steve Scott (Bul).
500 TT: 1. Earl Roloff (Yam). 2. Kirk Redding (Mai).
125 HALF MILE: 1. Eddie Lawson (Yam). 2. Mike Minnig (Kaw).
250 HALF MILE: 1. Charles Soderstrom (Yam). 2. Dennis Briggs (Yam).
500 HALF MILE: 1. Shorty Seyborn (BSA). 2. Dennis Briggs (Kaw).

"Fast" Eddie Lawson had four starts and four firsts, while Earl Roloff, rolled off the 500 TT win. Vintage half miler Shorty Seyborn sewed up 500 class action.



GREG CAIN

RICH BROCKBANK

Jay Linehan opens his trench coat for the tootsies.

# Barebottom Riverbottom

**By George Thermal**

TEMPE, ARIZ., MARCH 10

## The third Riverbottom Grand Prix is gone, but the sound lingers on: the event carries the dubious distinction of being, we believe,

the first moto-streak at a Grand Prix *(No . . . Ed.)* Mr. Jay Linehan performed a major streak astride his 400 Husky.

The Riverbottom has a new 6/10 mile course with a drop-away jump; two banked turns; whoops; back straight; and several tight turns. Heavy application of water was necessary to contain the abundance of dust, and subsequently aided in the building of some good lines.

The race brought out some 50 racers and more camp followers. Three 16 gallon kegs of Millers were consumed over a six hour period, and the traditional "good time" was had by all. No injuries and no irreversibly-broken bikes!

The 125 class was dominated by Harry Calahan. Harry, who has been riding for only a few years, is coming into his own. Good equipment, super hole shots and an eye for the best line, combined to give Calahan three first finishes over a not-inconsequential field of local MX hot-shoes including Jerry Strum (Yam) and Dave Coffer (Hon), second and third finishers respectively.

The 250 class presented a formidable field of locals. Mesa's own Tony Pierce, a so-called "Beginner," won by virtue of consistent finishes. Pierce, a long-time desert rider, showed some good moves in the deep sand on the far side of the course. The sand on an off-camber turn caused many lesser riders to eat it. First-turn crashes were the rule rather than the exception, and Pierce's good starts allowed him to beat the traffic. Second place finisher, T. Tellier, allowed the pack to stack up then ran the outside line around the pileup. While this insured second place, it put Pierce out of reach.

The Buddy Race was run following the second round of solo activity. This is a four-stroker's joy, and the winner, Bill Watson and dad, were aboard a 175 Honda. In order to alleviate the problems encountered in deep sand, the Watsons both held the handlebars. *(At the same time?. . . Ed.)* Unorthodox, but it brought them a win. The also-rans generally floundered about, with a maximum of crashes. An exhibition lap was run by Ron Jackson on a CB500 Honda Four. According to Mr. Jackson, it is a bear to pick up on an off-camber. Strange.

The Open race was a violent affair with several 400 CZs and Huskies throwing sand at the spectators. Ron Whittington, on the only Bultaco, looked good in the first moto, but eventually fell to Mike Mudron. Mike is an immigrant from Czechoslovakia, who says the Inter-AMA Czech team refused to talk to him at Carlsbad last year 'cause he split the fatherland. Mike (Mon) put a first, third and a fifth together for the overall win. Third place went to the Riverbottom-bred Ron Jackson (No. 8 D-37 Hack Passenger) on his suspension-less Husky. Ted Williamson, last Prix's multi-winner rode Rich Broadbank's 400 CZ to a fifth place finish. Killing it on the back section cost Ted any higher finish position.

Class winners were presented SUN T-shirts by a uniformed agent of the U.S. Government. We would like to thank everyone for the mellow afternoon and for being super-cool. •

### Results

125cc: 1. Harry Calahan (Hus). 2. Jerry Strum (Yam). 3. Dave Coffer (Hon).
250cc: 1. Tony Pierce (Yam). 2. Tony Tellier (Yam). 3. Tom Stewart (Suz).
OPEN: 1. Michal Mudron (Mon). 2. Ron Whittington (Bul). 3. Ron Jackson (Hus).
BUDDY RACE: 1. Bill Watson&Dad (Hon). 2. Ron Whittington/John Bacher (CZ). 3. Dr. Pete Herwick /Steve Cisty (Hus).

Vince Corcoran gives Steve Cisty a dust bath.

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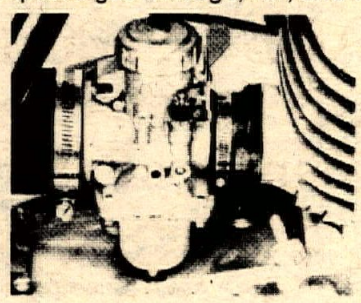

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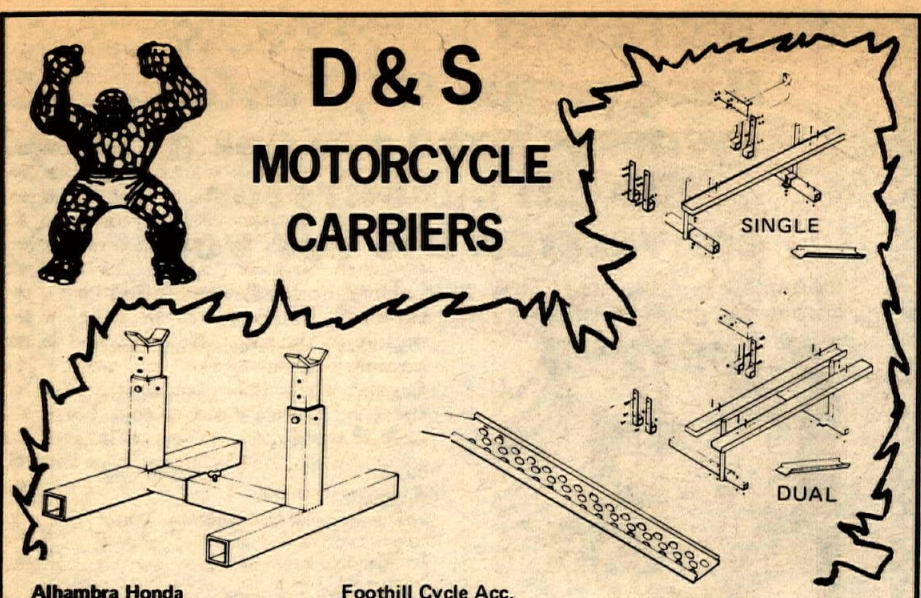


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Hangtown Motocross Information 1974

**Sportsman Day — April 6, 1974**

125cc, 250cc, Open, Nov, Jr. Ex.
Two Moto Program — District 36 rules apply
AMA and District 36 Sanctioned NO NO OVERNIGHT CAMPING AT RACE TRACK, HOWEVER, camping space is available nearby.
Spectator Fees: $3.00 per person over 12 yrs of age.
Phone Info: 916-985-4762 or 916-652-6016 Between 7-10.

**Professional Day — April 7, 1974**

125cc, 250cc, Open AMA National
ALL RIDERS MUST HAVE AMA PROFESSIONAL LICENSE
$9000 Purse — $3000 per class
Spectator Fee: $6.00 (Sunday)
Possible Qualifying Rounds Depending on Entries Received by the AMA. Forty Man Main Events — Two Moto Program.
Plymouth is 30 mi. E of Sacramento on Hwy 16, or 18 mi. S.E. of Placerville on Hwy 49.


# CRC Night MX

**By Dale Brown**

VALENCIA, CAL., MAR. 15

Good weather brought the motocrossers out in force for Friday night's CRC event.

Sixteen riders left the gate at the start of the first 250 Novice moto. Ron Winkelman, aboard a swift YZ Yamaha led them through the first turn, with the rest of them packed tighter than Raquel Welch in a 32A bra. As they passed the scorer's stand, Winkelmen was still leading, followed by Paul Allum (Pen) and Bob Ridgway (CZ). Three riders tangled and went down near the approach to the first turn. With the ambulance going to the scene, CRC Director Jerry McNeal decided to stop the race. The riders ignored the red flag, so he held out the red and checkered flags. This time they stopped. None of the three riders were injured. To the amazement of some, it was decided to immediately rerun the moto, despite the fact that the riders had completed three out of four laps.

The restart was virtually the same as the first, with Winkelmen leading, Mike Webb (YZ) and Ridgway comprising the front-running trio. Fred Mathews (Suz) moved past Ridgway to take third.

Winkelmen left everyone behind at the start, with Allum and Greg Butzer (Bul) heading up the rest of the pack. Mathews was on the move as he picked off Butzer on the second lap. Right on his tail was Webb. On the third lap, they both zapped Allum to grab second and third.

Butzer and his new blue Bultaco grabbed the third moto lead and held it for three laps. On the fourth lap, both Winkelmen and Mathews passed him in the first turn. Webb moved up to third by the checkers. Overall, it was Winkelmen, Mathews and Webb.

Art Dart, a consistent winner at the Dunes, took his CZ to first Open Novice. Paul Fischer (YZ) was the 125 Novice victor by a point over Mark Hughes (Hon), who in turn took second by a point over Randy Gauvin (Hon). Close!

Reporter's notebook: There were five entries in the Open Expert class. Only two showed up for the third moto. Joel Sheddon was the only one to finish, and he won the class. Anyone of three other riders could have showed up, taken four laps and received second place money ($15). Nobody did, so it went to Lynn Stokey (Mai), who didn't show for the last moto. ●

## Results

Mini Nov: 1. Steven Schmitz (YZ); 2. Brian McConnell (Hon); 3. Kevin Kilpatrick (Yam).
Mini Beg: 1. Mike Prunty (Hon); 2. Craig VanCleeve (Kaw); 3. Jim Crowder (Hon).
Mini Ex: 1. Bobby Jones (Hon); 2. Brian Myerscough (Hon); 3. Jim Holley (Yam).
100 Beg: 1. Gary Wasson (Yam); 2. Tom Smith (Pen); 3. Dave Raiche (Hon).
Powder Puff: 1. Kelly Bartlett (Yam); 2. Kim Herbert (Hon).
100 Nov: 1 Darren Kelsy (DKW); 2. Joe Tucci (Kaw).
100 Int: 1. Brian Myerscough (Hon); 2. Mike Brown (Ind).
125 Beg Div I: 1. Kelly Dugan (Hon); 2. Kevin Gansz (Hon); 3. Frosty Maier (Hon).
125 Beg Div II: 1. Alex Ponn; 2. David Tipp (Hon); 3. Roger Jeka (YZ).
125 Nov: 1. Ray Fischer (YZ); 2. Mark Hughes (Hon); 3. Randy Gauvin (Hon).
125 Ex/Sr: 1. Jeff Wecker (Pen); 2. Joe Root (Bul).
125 Int: 1. Ken McAlister (Pen); 2. John Mellin (YZ); 3. Bob Hammerich (Yam).
250 Beg: 1. Jeff Lamb (Hon); 2. Jim Pugh (Hon); 3. Rich Whittington (Bul).
250 Nov: 1. Ron Winkelmen (YZ); 2. Fred Matthews (Suz); 3. Mike Webb (YZ).
Open Beg: 1. Art Dart (XZ); 2. Dean Jenson (Yam); 3. Alan Benson (Hus).
Open Nov: 1. Glenn Whaler (CZ).
250 Int: 1. David Dick (CZ).
250 Ex: 1. Frank Giardina (Mai); 2. Chris Bartlett (Hus).
Open Ex: 1. Joel Sheddon (CZ).

DALE BROWN

**Frank Giardina dominated 250 Exp. class action.**

# R.A.C.E. MX

**By Tom Blattler**

CORONA, CAL., MAR. 14

The Thursday night motocross is a part of the "Super Cycle Combo" which also has flat track and TT Steeplechase riders competiting on the half-mile and begins at 7:30 p.m.

Making his first appearance of the season, Suzuki-mounted Randy Ayars won the 250cc Beginner class in a very close and competitive race. Ayars captured the first and third motos, but took only a ninth place in the second five-lap go around. Ayars scored 840 points to the second place finisher Fred Knapp, aboard a Kawasaki, who had 794. Knapp had finishes of fourth, first, and third in the three motos. Rounding out the top three was another Kawasaki rider, Paul Tavares.

Another good battle came in the 250cc Junior division, as two promising youngsters put on quite a show for the fans. Honda-mounted Eddie Clark and Scott Wallace, riding a Kawasaki, battled it out right down to the final moto with Clark finally holding off Wallace to take the win. Clark, who is in a fight for the Quarterly Points Championship, was the winner of the first and third motos and grabbed a second in the second moto. Wallace finished second overall with a third, first, and second in the three motos. Jeff McKelroy rode his Bultaco to third overall.

The 125cc Junior event proved to be the closest class of the evening, as, going

**Danny LaPorte takes bottom line, passing Von Peterson for 250 Senior honors.**

DALE BROWN

into the last moto, six riders had a chance to take the class. Tim Burt rode his Honda to the victory, as he edged out Jeff Specht, also on a Honda, by a score of 869 to 850. Burt took a second in the first moto, but came back to capture the second moto. Burt almost took it too easy in the final moto as he grabbed the fourth position. But Specht won the final moto, and just missed out for overall honors. Mike Luna rode his Yamaha to a third overall. ●

**Results**

Mini: 1. Scot Tipton (Hon); 2. Bill Jewett (Hon); 3. Cindy Tipton (Hon).
100 Jr: 1. Mike Nicklaus (Yam); 2. Dean Adkins (Yam); 3. Marty Wolford (Yam).
125 Beg: 1. Allen Williams (Hon); 2. Mike Cowan (Hon); 3. Doug Teter (Suz).
125 Jr: 1. Tim Burt (Hon); 2. Jeff Specht (Hon); 3. Mike Luna (Yam).
125 Sr: 1. Dave Williams (Pen); 2. Dave Carlson (Hon); 3. Eddie Clark (Hon).
250 Beg: 1. Randy Ayars (Suz); 2. Fred Knapp (Kaw); 3. Paul Tavares (Kaw).
250 Jr: 1. Eddie Clark (Hon); 2. Scott Wallace (Kaw); 3. Jeff McKelroy (Bul).
250 Sr: 1. Ray Topham (Mai); 2. Brad Lynch (Mai); 3. Dennis Hazlett (Yam).

CORONA, CAL., MAR. 16

Last Saturday at Corona, the trend seemed to be that one person should dominate each of the classes. Seven different riders dominated six different classes, as they captured all three motos that were run in their respective class.

Making one of the finest rides of the day was Montesa-mounted Ken Ratzloff, who took all three motos in the 250cc Senior division. Ratzloff, seemed to really have the new course down pat, as he won easily. Yamaha-mounted Kevin Callaway grabbed second overall with three second place finishes with third going to another Montesa rider, John Barclay. The Montesas looked quite good on the new Corona layout, which takes a good bike and rider combination to win.

In the 250cc Intermediates, Scott Smith captured all three motos on his Honda, as Smith, who is one of Corona's regulars, has the right line on the new course. Bob Decker (Yam) and Eddie Clark (Hon) rounded out the top three spots.

All four of the 250cc classes at Corona were dominated by four different riders, as Gary Hoffman rode his CZ to an easy victory in the Junior division with three moto wins. Kelly Callaway took second with Jeff Clausen third. Tom Jenkins, making his first showing at Corona, took the Beginner class with relative ease on his Kawasaki.

**Results**

Mini Beg: 1. Mike Baker (Kaw); 2. Evan Evans (Hon); 3. Randy Moos (Hon).
Mini: 1. John Gless (Hon); 2. Scot Tipton (Hon); 3. Bill Jewett (Hon).
100 Jr: 1. Carl Whitt (Yam); 2. Don McIver (Hon); 3. Greg Apostolou (Kaw).
125 Beg: 1. Richard Harris (Hon); 2. Tim Brink (DKW); 3. Bret Park (Pen).
125 Jr: 1. Ken Morgan (Hon); 2. Eddie Boyd (Hon); 3. Jim Cupp (Hon).
125 Int: 1. Robert Williams (Pen); 2. Eddie Clark (Hon); 3. Dave Hancock (Bul).
250 Beg: 1. Tom Jenkins (Kaw); 2. Butch Lamb (Hon); 3. Rick Sherman (Hon).
250 Jr: 1. Gary Hoffman (CZ); 2. Kelly Callaway (Yam); 3. Jeff Clausen (Yam).
250 Int: 1. Scott Smith (Hon); 2. Bob Decker (Yam); 3. Eddie Clark (Hon).
250 Sr: 1. Ken Ratzloff (Mon); 2. Kevin Callaway (Yam); 3. John Barclay (Mon).
500 Jr: 1. Bob Wright (Mai); 2. Doug Stagg (Hus).
Vets: 1. Paul Clark (Mai); 2. Shay Huffman (CZ); 3. Jerry Holand (Hon).

# AME MX

**By Dale Brown**

MOORPARK, CAL., MAR. 17

After many weekends of rain, it was mighty pleasant to have a weekend of sunny weather. About 200 racers felt the same way, and they showed to compete in AME's Valley Cycle Park motocross.

As we pick up the action in the first 125 Beginner moto, early leader Barry Vanderpool (Hon) just dropped it, losing eight positions. Kit Alderete (Hon) and Dave Reid (Yam) are side-by-side going up the hill. They drop out of sight for a second, but Aderete has the lead sailing off the ski-jump. Bill Cyphere (Hon) is in third, with Danny Walker (Yam) moving up on him. They circulate in those positions, with Alderete pulling away. On the last lap, Walker aces Cyphere for third but can't catch Reid.

DALE BROWN

**Tony Lanzarone, "Maikin' his way to 500 Senior first.**

Alderete and Reid pull the pack through the first turn and it looks like a replay of Moto One. But a lap later, Walker comes by in the lead, followed by Cyphere and Jim Rollins (Suz). Reid and Alderete come by much later, apparently having crashed. Both try hard to regain lost ground, but there are only four laps left. Meanwhile Rollins has moved past Cyphere to take second. Kevin Lewis (Bul) is circulating in fourth. Eric Scott, running in third at the start, before he crashed, is moving steadily through the pack. At the finish, it's Walker, Rollins, Cyphere, Lewis and Scott.

At the start of the third moto, Alderete pulls the best hole shot of the day and has a 70 yard lead going up the hill. Walker moves from fourth to second in one turn, with Scott in third. Rollins moves up to fourth. Alderete is simply blowing off the rest of the pack, extending his lead to about a quarter of a lap by the finish.

The official results list Walker as the Overall winner, followed by Scott and Cyphere. Despite his second moto get-off, Alderete gets a fifth overall, behind Rollins.

In other Beginner action, Pat Jennings grabs the 250 section with Roger Nurnberger, CZ-mounted getting the 500 victory.

Reporter's Notebook: The following is for anyone who wants to pick up five dollars for being a flagman at the races. Please be serious about your job. Be alert. Today a rider crashed on the steep downhill section. About 15 seconds later, another rider sailed off the ski-jump, oblivious to the bike in the middle of the track. He hit it, and in the ensuing crash, broke his nose. The flagman responsible for that section of the track never even moved. He could have alerted the second rider to the scene below, but he never even moved.

**Results**

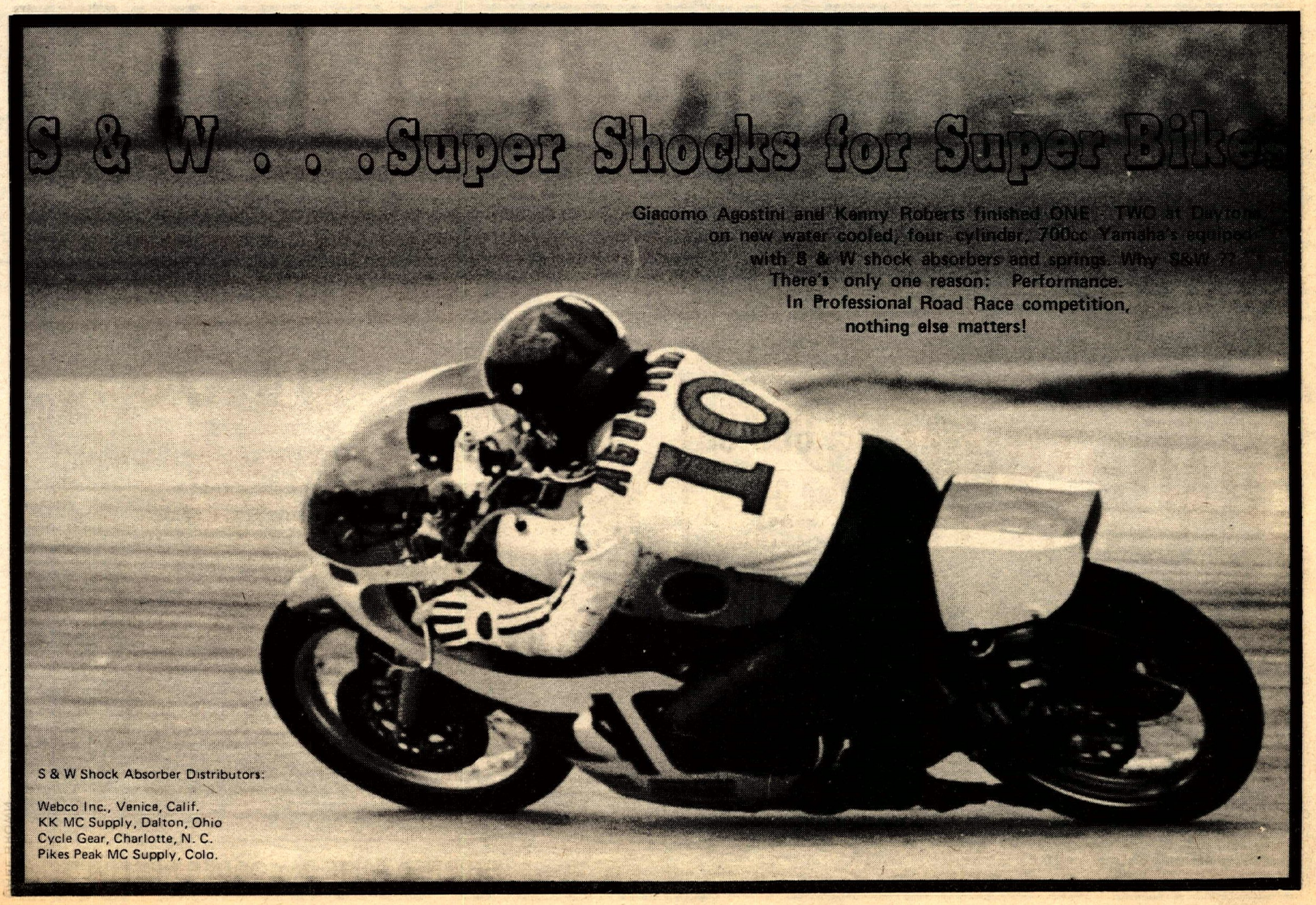
Powder Puff: 1. Nancy Daggs (YZ); 2. Denise Duncan (Yam); 3. Kathy Shapley (Yam).
Mini: 1. Kent Bernstein (Suz); 2. Jim Cote (Hon); 3. Todd Hubert (Hon).
100 Beg: 1. Terry Smith (Yam; 2. Frank Roos (Yam); 3. Lyman Young (Yam).
100 Jr: 1. Angelo Barbera (Pen); 2. Bill Murdock (Yam); 3. Keith Aronson (Hon).
125 Int: 1. Bob Garrabrant (Yam); 2. Steve Talor (Pen); 3. Ken McAllister (Pen).
125 Sr: 1. Toby Taki (Hon; 2. Gary Huber (Pen); 3. Jim Hale (Hon).
125 Jr: 1. Scott Wolford (Suz); 2. Alan Delerge (YZ); 3. Lionel Isa (Hon).
125 Beg: 1. Danny Walker (Yam); 2. Eric Scott (Hon); 3. Bill Cyphere (Hon).
500 Sr: 1. Tony Lanzarone (Mai).
250 Sr: 1. Danny LaPorte (Pen); 2. Von Peterson (CZ); 3. Randy Berkeley (Mai).
250 Jr: 1. Mike Morrison (Hon); 2. Dave Zahrt (Bul); 3. Ron Wilkerman (YZ).
Old Timers: 1. John Maroney (Mai); 2. Gary Cole (Mai).
500 Beg: 1. Roger Nurnberger (CZ); 2. David Burkhardt (Hus); 3. Doug Stevens (Suz).
250 Beg: 1. Pat Jennings; 2. Chuck Darley; 3. Ralph Mendoza (Hon).
500 Jr: 1. Gary Cole (Mai); 2. Ray Vaughn (Mai).
250 Int: 1. John Lanzarone (Mai); 2. Brian Summers (CZ).
500 Int: 1. Paul Knabb (CZ).

# Elsinore TT

**By Gary C. Jones**

ELSINORE, CAL., MARCH 9

Starting off the night's program were those screaming Mini Novices. Tommy Norris, who is starting to become a regular in the



top results column, took first place on his Indian. Giving Tom a good run for his money was Andy Davis riding his Honda to second place. Shawn McConnell, also a regular in the results, took first in the Mini Amateur class.

In the 100 Novice class it was Shawn McConnell collecting the first place trophy again. Dave Hale and Bob Hall battled it out for second and third, with Dave coming up on top.

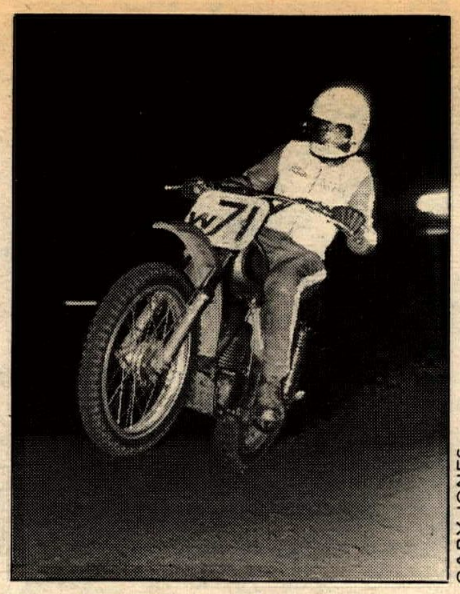
The 125 Novice class looked like a team effort for Honda. The final heat had all Elsinores in it. Taking the checkered flag was Tony Wanket of Encinitas. Quite a battle went on for second place between Dan Schramor and Tobin Whitt, both from El Cajon, with Dan getting to the finish line first.

The 250 Novice crowd was out in force tonight, and some pretty hairy racing resulted. At the end of the heats it was Dan Davis of Torrance in first place. Gary Smith came in from Orange and finished second on his Yamaha. Byron Krener, who's only been out here racing a couple of weeks, rode a consistent race tonight on his CZ to take third. Clint Palmer, who I haven't seen for a couple of weeks, was out tonight and scored a fourth place finish for his efforts. See Clint, what happens when you take a couple of weeks off?

Jim "Crash and Burn" Ingersoll got fired up tonight (as usual) and stayed up (not so usual) to take first place in Special Novice's. James Marvin borrowed a friend's bike and proceeded to charge to second place. •

### Results

MINI NOV: 1. Tommy Norris (Ind). 2. Andy Davis (Hon).
MINI AM: 1. Shawn McConnell (Hon).
100 NOV: 1. Shawn McConnell (Yam). 2. Dave Hale (Yam). 3. Bob Hall (Yam).
125 NOV: 1. Tony Wanket (Hon). 2. Dan Schramor (Hon). 3. Tobin Whitt (Hon).
250 NOV: 1. Dan Davis (Hon). 2. Gary Smith (Yam). 3. Byron Krener (CZ).
500 OPEN NOV: 1. Arthur Junker (Mai). 2. David Brookbank (Yam).
500 OPEN AM: 1. Steve Miller (Yam).
SPEC NOV: 1. Jim Ingersoll (Yam). 2. James Marvin.
125 AM/EX: 1. Ricky Naymola (Yam). 2. Mark Prescott (YZ).
250 AM/EX: 1. Larry Bird (Mon). 2. Jim Wright (Hon).
100 AM/EX: 1. Troy Ingolia (Yam). 2. Paul McPherson (Yam).


GARY JONES

**Steve Miller lifts himself to 500 Open Am. first.**

500 OPEN AM/EX: 1. Rod Sexton (Yam). 2. Jim Wright (Bul). 3. Mark Reichert (Yam).
SPEC EX: 1. Mark Reichert (Yam). 2. Rod Sexton (Yam).
SWEEPSTAKES: 1. Don Grigsby (Mai).

## CMC scrambles

**By Rex Backman**

CHICO, CAL., MAR. 10

In the 75cc Mini class Doug Geist (Hon) took the win. Geist led from start to finish with his only challenge being Wade Wilson (Ind). Geist was able to hold on for the win as Wade fell trying to pass. The 100cc Mini class belonged to John Sudburry (Yam). He won with a huge lead, leading the race the entire length. It was Sudburry's fifth straight win at the scrambles, taking second place was Tom Odekirk (Yam).

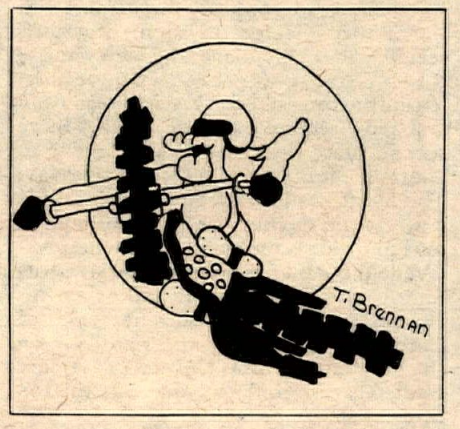
Brad Sanders (Hod) took the 100 Novice win. Sanders took the lead on the first turn and never looked back. In second place was Lance Lollar (Yam), third was Bob Cervantes also on a Yamaha. Honda rider Larry Newman took the overall win in the 125 Novice class. Newman had to hold off a determined Jon Zimmerman on an Elsinore. Third place belonged to Mike Granger on a Suzuki. The 250 Novice class was won by Maurice Merrill (Hon). Merrill lead the entire race never really challenged by anyone, second place was Gary Elliot (Hon) and slipping in for third was Gary Castillo (Hon). The Open Novice class belonged to Maico rider Les Lollar who rode a great race. Les mounted on his speedy Maico took the win with a commanding lead over second place rider Don Fischer also on a Maico.

The 250 Junior class was won by Del Becker riding a borrowed 250 Penton. On the unfamiliar bike Becker lead from start to finish but he had to hold off Bultaco rider Jon Woo and Honda rider Craig Cain. At the finish line Becker was followed by Woo and then Cain.

The 125 Expert/Junior class was won by Jeff Geist (Hon). After a slow start, which saw Geist go into the first turn in back of the pack, he decided that the only place to be was out front. Jeff gassed it to the front and by the second turn he was in the lead, that's where he stayed for the remainder of the race. In a close second place was Jim Hubbard on his YZ. In third place and first Junior was Del Becker (Hon). The 250 Expert class was more of a endurance race than anything else. When the white flag dropped there were ten bikes running. With the drop of the checkered flag there were only two. Greg Ferguson (Bul) took the lead on the first lap and held on until the second lap when Penton rider Greg McKinney got by with Ferguson chasing him and Dan Peterson chasing Ferguson. The three riders pulled away from the rest of the pack (or what was left of it) then Ferguson dropped out when his Bul began to give him trouble. McKinney went on for the win followed by Dan Peterson. Greg Ferguson fared a little better in the Open Expert/Junior race. Ferguson and his Bultaco grabbed the lead on the first lap and held on for the win. Jim Heinrich was second place finisher and first Junior rider on a Bultaco. In third place was Mike O'Brian on a Yamaha who was second Expert. Greg Rodgers was second Junior rider in fourth place on a Maico. •

REX BACKMAN

**Larry Newman pushes past Jon Zimmerman for 125 Novice brass.**





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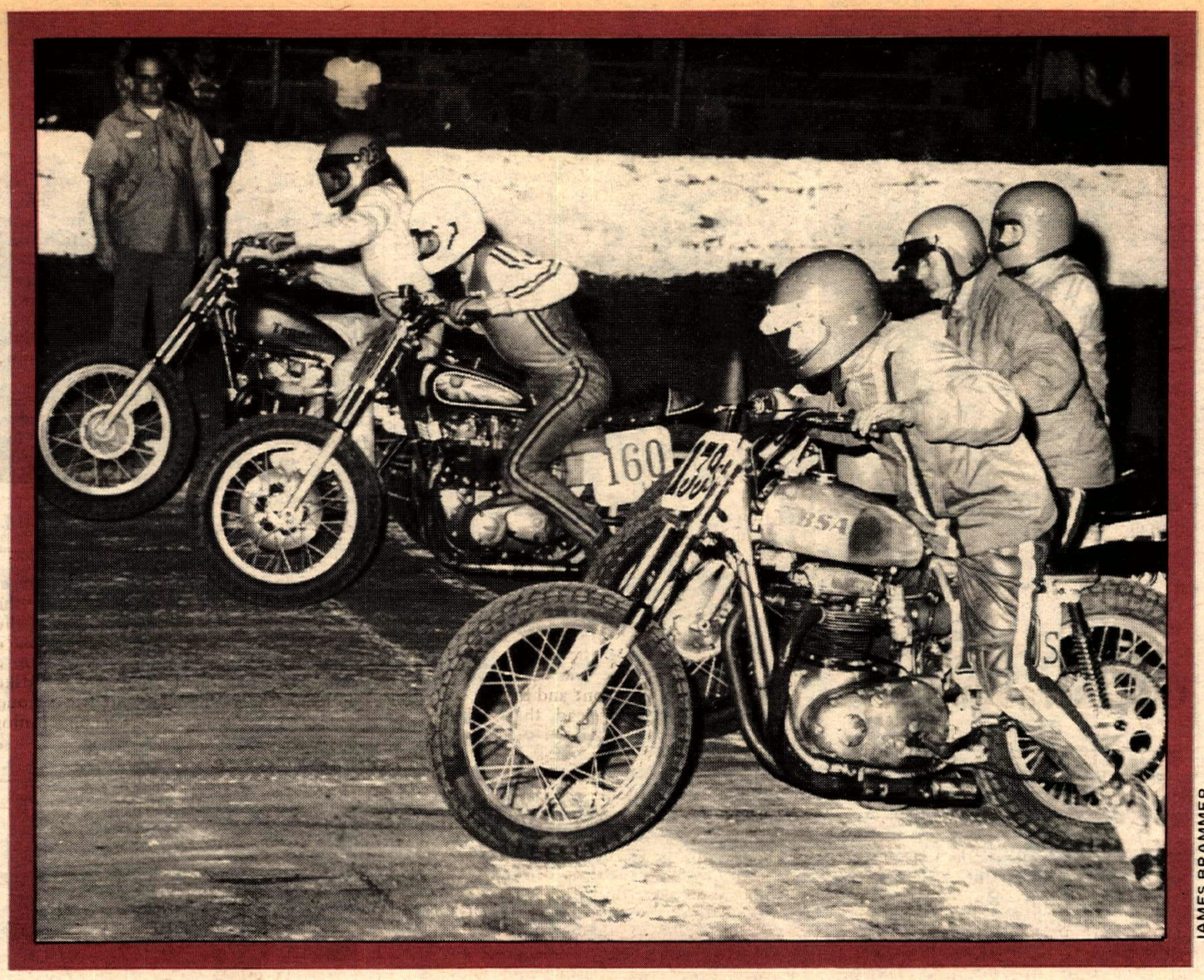



JAMES BRAMMER

Vallejo big bike Novice heat start, Ross Putnam (160) went on to final win.

# Cycle News North

## AMA scrambles

**By James Brammer**

VALLEJO, CAL., MAR. 15

Jim Saitone entered the 500 Expert class on a Rickman Triumph and easily won his heat at the opening Vallejo scrambles, but slipped in the first turn of the final with Steve Eklund (Oss) leading. Allen Yarrow (Yam) challenged and won the lead from Eklund. Ron Kesler (Suz) and Chris Hudson (Bul) finished third and fourth in the 500 Expert final. Other Expert class winners were Jerry Willis (Pen), Kelly McIsaac (Oss) and Steve Young (Tri).

In the 650 Junior class heat, Dave Russell raced side by side with winner Tom Colman (Yam) crossing the jump together on every lap. However at the finish Coleman had the edge. In the final, Colman led from start to finish.

Eddie Diaz (Yam) started where he left off at Vallejo last year by continuing to win first in the 500 Novice class. Jim Murdock and Roy Fisher contested second and third place and the lap checkers' sanity. Both riders were on Yamahas with Murdock riding number 377F and Fisher riding 377H. Murdock finished second and Fisher third.

Winner Kelly McIsaac (Oss) and second place Marlin Stewart (Bul) won the 250 Expert class with their hottest short track competitors still in the Junior ranks for scrambles.

The 250 Junior class was loaded with talent as the short tracker Experts tacked on their Junior plates for the scrambles. Brad Kotsaris (Yam) led Mike Miller and Bob Stuscavage to the finish.

Tom Page (Bul) passed Scott Whitaker to win the 200 Novice final with Mike Retta winning third.

Greg Hull (Hon) passed Jim Mertens early in the 125 Novice for his winning lead.

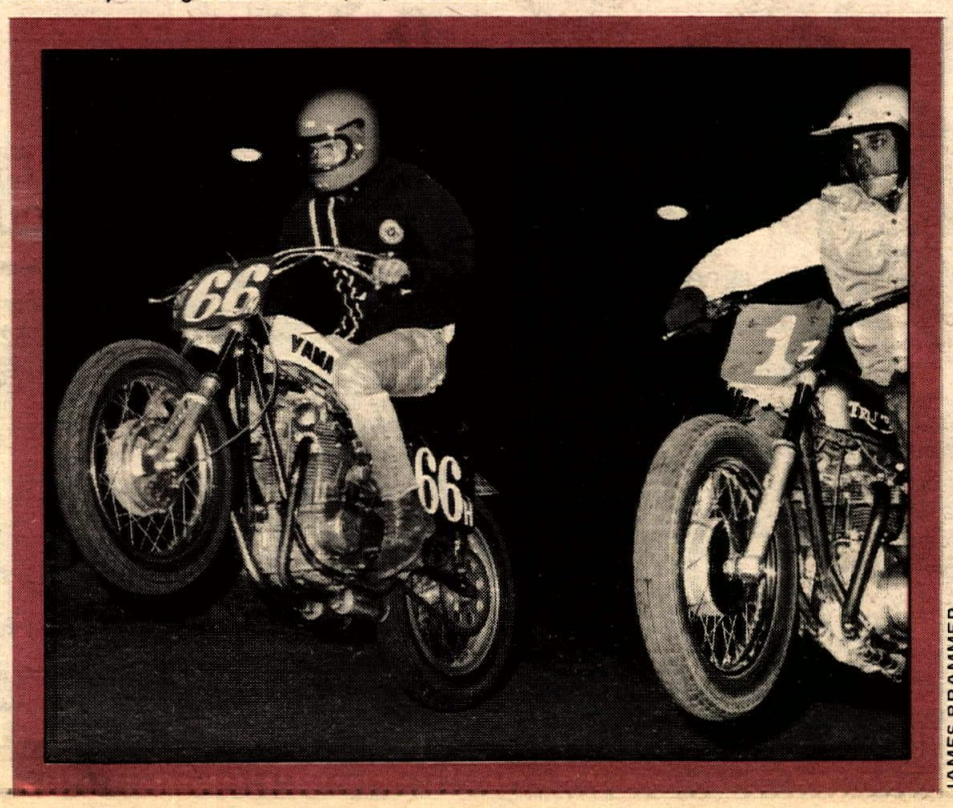
Jim Banks led easily in the 100 Novice final.

With a weekly Friday night schedule for motorcycle racing at Vallejo Speedway, the American Canyon Motorcycle Club is back with the longest list of AMA sanctions ever. Flagman "Fast" Frank is also back to assure maximum racing before the 11 p.m. curfew. That's not all, the big bikes are back with fourteen of the 200 entries tonight being 650s or above.

For insurance, there's only a 50 cent charge for a $100 deductable medical policy with a company other than the AMA's.

It appeared that Dave Meyers from the Richmond Ramblers would be the first to use the insurance as he was carried to the hospital Friday night in a silent exit with fears of a broken back. Meyers was home Saturday and walking with reports that his back is not broken but he's plenty sore. ●

Tom Colman (Yam) turns it on in last lap of 650 heat race, leaving Dave Russell (Tri) in second.




JAMES BRAMMER

## NorCal MX

**By Steve Castillo**

LIVERMORE, CAL., MAR. 10

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**3 MOTOS.**

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AL MANLEY

**. . .eight and eight equals one and one. . .Ron Self, No. 8 Penton 250 Expert, lines up with Mike Hamel, No. 8 Maico first Open Expert.**

body that had anything to do with Northern California Motocross was at Altamont Raceway today.

Dan Turner, riding a Husky for Coleman's of Stockton, picked up another win in the 125 Expert class. Danny had some tough opposition from his Coleman's teammate Clauss Holland, who picked up second overall on his Husky. Steve Lawrence (Hon) got Altamont wired and picked up third overall.

Ron Self, riding a Penton for Penton West, made a cool $150 in the 250 Expert class for his first place ride. Self had his hands full in the second race keeping Dan Turner at Bay. Turner fought to pick up second overall with Pat Richter a CZ rider coming in for third.

Mike Hammel (Mai) put a second and a first together to take the win in the Open Expert division. Jim Turner riding a Bultaco for A and A Motors almost got Mike in the second moto, but when Mike saw Jim coming up he just dialed on more gas and scooted away for the win. Turner had to settle for second overall. Chris Carter rode a consistent race to take third overall.

Paul Johnson, riding his fast and reliable Yamaha, notched another win in the 125 Intermediate column. Dan Geery (Hon) and Bill Roush (YZ) had a real race going for second place but Dan got the edge on Bill and went on to take second place.

It looked as though Husky pilot Charley Holcomb had the 250 Intermediate win wrapped up as he took second in the first moto and was working his way up from a bad start in the second race, but there were too many riders ahead of Chuck and he had to be satisfied with second Overall. Ken Martin was the main man as he put together two fine rides to net him first Overall. Jeff Leever riding a Maico went on to take third Overall.

With such a big turnout of riders and spectators the cash purse was up to $800. Many riders went away happy indeed! ●

### Results

Mini: 1. Randy LeWallen (Hon); 2. John Dorsey (Hon); 3. Tim Macchiarella (Hon).
Minicycle: 1. Neal Snarr (Ste); 2. Ray Kovac (Yam); 3. Carlos Guilerez (Cha).
Trail Bike: 1. Tony Shipman (Suz); 2. Tony Souza (Suz); 3. Keith Rowe (Kaw).
Old Timers: 1. Jack Lewis (Bul); 2. Bob Rowewer (Bul).
Powder Puff: 1. Judy Spann (Yam); 2. Mark Kirk (Yam).
100 Jr: 1. Ron Cantaluopi (Yam); 2. Kam Johnson (Hon); 3. Neal Snarr (Ste).
125 Jr Div I: 1. Steve McCalsend (Suz); 2. Lyle Sanda (Hon); 3. Ron Carrol (Hon).
125 Jr Div II: 1. Mike Kirk (Hon); 2. Bill Johnson (YZ); 3. John McCalvley (Hon).
125 Int:. 1. Paul Johnson (Yam); 2. Dan Geery (Hon); 3. Bill Roush (YZ).
250 Jr Div I: 1. Chris Grewer (Yam); 2. Dan Pifero (CZ); 3. Bill Besser (Yam).
250 Jr Div II: 1. Jerald Wiley (Yam); 2. John Francis (Mai); 3. Tom Green (Hon).
250 Int: 1. Ken Martin (YZ); 2. Charles Holcomb (Hus); 3. Jeff Leever (Mai).
Open Jr: 1. Dave Mythen (Mai); 2. Bob Olsen (Bul); 3. Russ Stanley (Mai).
Open Int: 1. Peter Bierwith (Mai); 2. Jim Boyle (Yam); 3. Jack Lewis (Bul).
125 Ex: 1. Dan Turner (Hus); 2. Clauss Holland (Hus); 3. Steve Lawrence (Hon).
250 Ex: 1. Ron Self (Pen); 2. Dan Turner (Hus); 3. Pat Richter (CZ).
Open Ex: 1. Mike Hammel (Mai); 2. Jim Turner (Bul); 3. Chris Carter (Mai).

## Sat. action scrambles

**By William Spencer**

LODI, CAL., MARCH 16

Back in November when it looked like the gas situation for this month would be really bad, the Central Valley clubs decided to hold Saturday daytime events just in case the gas stations would be closed on Sundays. As it stands now, there aren't any waiting lines in this area, and racing goes on despite a low turnout.

Allen Yarrow, the blue plate motocrosser, took over the black plate scrambles number one spot from Neil MacDannald and Ted Davidson by virtue of winning last night's Vallejo opener and then taking the Open Expert win over the returning Paul Johnson.

For those of you who are new to the sport, Paul Johnson was the sensation back in 1970, and I do mean sensation. He was the National Amateur champ for two years and wore the No. 1 black plate. As a new Novice at Ascot, he beat out two other new Novices, Ken Roberts and Gary Scott and then retired to take over a family operation. Paul is just getting back into the scene and apparently none for the worse. To top it off he brought his brother Camm along, who won the 100 Novice main with ease. Another dynamic duo in the making.

Johnson dazzled the fans with a runaway win in the 125 Expert main after Kim Jorgensen (MV) dropped out.

Jim Ferroni won the Open Junior on a new 350 Honda with great ease. Scotty Booth outlasted the old timers for second. Seeing Chuck Storm and Don Brumbelow riding with Booth makes it look like it was strictly an old timers race. Nobody is older than Don "Cigar" Brumbelow.

Ricky Clement took his motocross Husky to the win over Ray Fords' scrambling Honda. It would be nice to see more of the MX guys ride these rough type scrambles just to see who can handle the tough stuff.

Dennis Kritzer won the 175 Novice main over Rich Park, it's hard to figure if Park is just laying back for fear of making the Junior ranks or is biding his time to make a big splash on some track. ●

### Results

100 NOV: 1. Camm Johnson (Yam). 2. Davis Winters (Yam).
125 NOV: 1. Erick Hodel (Suz). 2. Robert Myers (Yam). 3. Mark Womble (Suz).
125 JR: 1. Kenton Kudrna (Suz). 2. W. Carnes (Yam).
125 EX: 1. Paul Johnson (Yam). 2. Mitch Davidson (Suz).
1275 NOV: 1. Dennis Kritzer (Hon). 2. Rich Park (Suz).
200 NOV: 1. Gary Perick (Bul). 2. Mark Steenhoudt (Bul).
250 NOV: 1. Mike Vigna (Suz). 2. George Taylor (Suz).
250 JR: 1. Mike Preston (Hon). 2. Mitch Sundstrom (Kaw).
250 EX: 1. Ricky Clement (Hus). 2. Ray Ford (Hon).
OPEN NOV: 1. Daniel Cole (Hus). 2. Chuck Lamb (Yam).
OPEN JR: 1. Jim Ferroni (Hon). 2. Scotty Booth (BSA).
OPEN EX: 1. Allen Yarrow (Yam). 2. Paul Johnson (Yam). 3. Duane Yarrow (Yam).

## Owyhee MC MX

**By Marty Gregory**

BOISE, IDA., MAR. 17

This Sunday's motocross saw the debut of the new (and blue!) 250 Pursang with fireman Dave Newell at the throttle. Dave took three motos to easily scarf up the gold in the 250 Beginner class. Newell won convincingly by nearly half a lap each race.

In the other classes at the O.M.C. motocross, the 125 B's were led around (like the past two weeks) by Terry Anderson on his new Pursang. Around here, to see any machine other than a CR-125M in the 7½ cubic inch class is a rarity. Anderson has been proving that Spanish handiwork can be a match for the superiority of numbers that the Hondas enjoy at present. Oh yes. . .John M. Larsen rode his out-of-the-crate 360 to a solid second in the Open Beginner. Not too shabby for a grandad! ●

### Results

Mini Beg: 1. Danny Atkinson (Hon); 2. Roger Andre (Yam); 3. Dan Davis (Hon).

**The Yarrow boys placed one and two, while Paul Johnson scrambled to third.**

WILLIAM SPENCER

Mini Ex: 1. Joe Turner (Hon); 2. John Davis (Hon).
125 Beg: 1. Terry Anderson (Bul); 2. John Muller (Hon); 3. Dan Moore (Hod).
125 Ex: 1. Bud Sparks (Hon); 2. Bill Cook (Hon); 3. Dan Taylor (Hon).
250 Beg: 1. Dave Newell (Bul); 2. Rick Davey (Yam); 3. Anthony Miller (Suz).
250 Ex: 1. Vic Greenfield (Hus); 2. Buster Aguilar (Hus); 3. Larry Buffington (Yam).
Open Beg: 1. Bob Horn (Yam); 2. John M. Larsen (Bul); 3. Curt Thurman (Hon).
Open Ex: 1. Bruce Harris (Hus); 2. Joel Cook (Bul); 3. Dan Renk (Yam).

## CMC Rollin' monkey

**By Rex Backman**

CHICO, CAL., MAR. 17

Cycleland held its second to last scheduled scrambles race today under good weather conditions. With other races being held in the northern California area the turn out of riders was light.

One of the best events of the day was the sidehack demonstration. Even though one monkey fell off twice on the same lap the show was enjoyed by all present.

All the Open class bikes were run together. Experts and Juniors on the front row, Novices on the back. Greg Ferguson (Bul) jumped to the lead, as he always does, and held on until the second lap when he high sided in the "S" turn. Mike O'Brian (Yam) took over the lead and held on for the the win. First Junior rider was Jim Heinrich (Bul) in second place. Bob Fischer sneaked his Maico in for first Novice, fourth place.

The 250 Expert/Junior race belonged to the Bultaco rider from West Sacramento Greg Ferguson. Ferguson fared better than in the Open class as he lead the whole race despite Jon Woo. Woo was always close to Ferguson trying at every turn to get by but just could not do it. Jim Heinrich was second Junior rider in third followed by second Expert Dan Peterson in fourth. Jim Hubbard took his Yamaha YZ to the first place position in the 125 Expert/Junior class. Hubbard took the lead in the first turn and never looked back throughout the entire race. In second place was the Can-Am of Steve Dietz and first Junior rider in third place was Bob Grant (Yam).

The 100 Novice class was won by Tom Green (Yam). Green led the entire race and finished with a big lead over second and third place finishers Bob Cervantes and Tony King both on Yamahas. The 125 Novice class was taken by Larry Newman who also won last week. Newman led all four laps and was followed across the line by Mike Granger on a Suzuki. In third place was Jerry Amos on an Elsinore. The 250 Novice class was won by Vince Batha (Yam). Batha lead the whole race finishing with a huge lead. In second place was Al Jankins (Suz) and third place was Allen Niehues (Yam). ●

REX BACKMAN

"Wait! Wait! Waaiit . . ."

**Results**

60 Mini: 1. Dale Hanson (Yam); 2. Shannon Horton (Yam).
90 Mini: 1. Jeff Williams (Yam); 2. Andy Guerrero (Ind).
100 Nov: 1. Tom Green (Yam); 2. Bob Cervantes (Yam); 3. Tony King (Yam).
125 Nov: 1. Larry Newman (Hon); 2. Mike Granger (Suz); 3. Jerry Amos (Hon).
200 Nov: 1. Dave Nakao (Bul); 2. Curt Linse (Bul).
250 Nov: 1. Vince Batha (Yam); 2. Al Jankins (Suz); 3. Allen Niehues (Yam).
Open Nov: 1. Bob Fischer (Mai); 2. Randy Pew (Bul).
125 Jr: 1. Bob Grant (Yam).
250 Jr: 1. Jon Woo (Bul).
Open Jr: 1. Jim Heinrich (Bul).
125 Ex: 1. Jim Hubbard (Yam).
250 Ex: 1. Greg Ferguson (Bul).
Open Ex: 1. Mike O'Brian (Yam).


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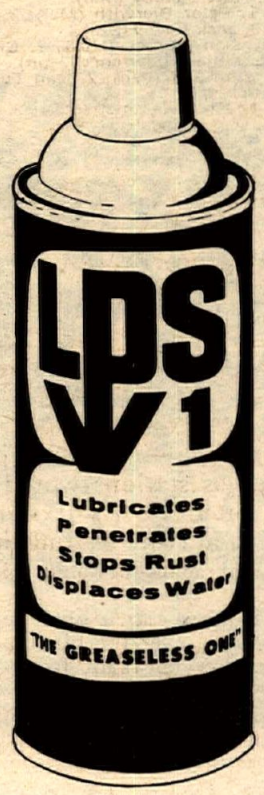


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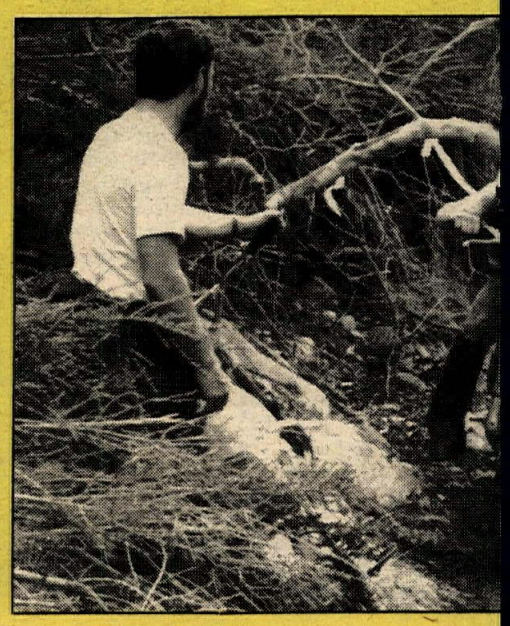


By Lane Campbell

ANGELES NATIONAL FOREST, CA., MAR. 16-17

## Bernie Schreiber, with an outstanding one point second loop ride on Saturday, added some heat to the A.T.A. Expert points race,

winning the two day event amid a volley of protests. To pull off the 14 point victory, he had ridden four 20 mile loops of a course many riders felt to be one of the most difficult ever laid out in A.T.A. points competition.

The trial was laid out by the Valley Observed Trials Enthusiasts (V.O.T.E.) in the Texas Canyon area of Angeles National Forest, with two loops to be ridden Saturday and two loops over an entirely different route for Sunday. Saturday's loop trended generally downhill into canyons and gullies west of the campsite, and included a traverse past some spectacular table rocks. For Sunday, the trend was uphill, from the 2,000 foot campsite to the fire lookout at 4,800 ft. and back – straight down the mountain along the ridgecrest firebreaks.

For many riders, the loops themselves were as hard or harder than the traps. In the canyons, there were two and three mile stretches of rocky stream bed to ride just to reach the traps. On Sunday it was mile after mile of ridge running with more stream beds thrown in for spice. Listening to people out on the loop: "Wow – this must be some kind of enduro!"; "Man, I rode through all that poison oak with my feet on the handlebars and my hands tucked in like a cafe racer."; "I can't believe I rode the whole thing!"

Along the rocky bottoms, Novice and Amateur riders would arrive at a trap so winded from the approach route that they couldn't handle the observed section. Even among the Experts, the tough circuit exacted its toll, as many top riders fell behind on time and found it nearly impossible to make up. As the pressure began to mount, the strain brought on some casualties among well-known competitors.

Debbie Evans finished Saturday's first loop looking physically drained. Midway through the second loop, as Debbie told it, "I had it come up on the back wheel, trying to make a floating turn. I had to put my foot down, and when I did, my boot just slipped right off a rock." The bike pinned her leg against another rock, and a trip to the hospital confirmed that though unbroken, the leg was still too severely battered for her to continue to ride.

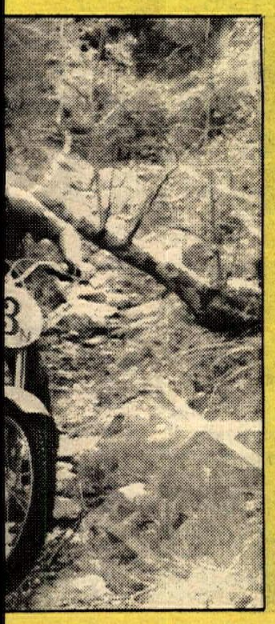
On Sunday's second loop, Marland Whaley got off hard in Section Five and split the Cota's tank. Leaking fuel profusely, he just made it back to camp, was able to fit a new tank, and finished the trial, though not without a heavy time penalty. The effort was worthwhile in that it netted him Sixth Expert in spite of the disaster.

Schreiber set the pace Saturday with a seemingly incredible 10-1, followed by Martin Belair at 10-7 and Mike Griffiths at 7-13. Rich Delaney (Mon) and Steve Graham (Yam) finished the first day tied at 22 points each.

Darwin Smith, at 46 points, led the Amateur class on Saturday, but a 36-35 the following day combined with 16 points lost on time dropped him to fifth in class. Randy Rader vaulted from sixth on the first day to win the class, losing only two marks on time to post an overall tally of 121. Tom Hascher rode a 125 Honda to second with a no-time-lost 124, edging Jeff Fish (Bul) by one point after the latter dropped 17 marks on time.

Time, as it turned out, was at the heart of many of the difficulties and at the root of most of the protests. At the beginning it was announced that contestants had five hours each day plus an hour's grace period at a penalty of a point a minute. By midday Sunday, the riders' difficulties prompted the organizers to add an extra half hour. Shortly thereafter, it was pointed out that under A.T.A. rules, the original time schedule had to remain unchanged. Unfortunately, several riders had left on their second loop unaware that they did not have the extra time. The action drew an initial flurry of protests, but after tempers had cooled and the impact of the Association rule had sunk in, the protests were settled and the results stood as posted.

Things could have been far worse without the mobile radio net



LANE CAMPBELL

maintained by Four Wheel Drive clubbers both days. Not only that, but Cycle News' one-wing staffer, unable to compete, got the next best thing: a tour around Sunday's loop in a Trials Toyota called Miss Demeanor II driven by a lady with absolutely no fear, in the conventional sense. For our 2800-foot descent along the ridge line alone, Carol Harris deserves a finisher pin!

Timekeeping hassles and protests aside, it was the advertised difficulty of the trial that had drawn 86 entries; and it was the magnetism of challenge that kept them there, even had them grinning at the bottom of the nastiest canyons. If a mosaic could be made of all the rider quotes heard this weekend, it would read: "Busted my A-- out there!. . . Can't wait till next year!" ●

**Results**

Ex: 1. Bernie Schreiber (10-1-19-14 +6) 50 (Bul); 2. Mike Griffiths (7-13-28-16) 64 (Mon); 3. Steve Graham (12-10-36-27) 85 (Yam).

Am: 1. Randy Rader (Bul) 121; 2. Tom Hascher (Hon) 124; 3. Jeff Fish (Bul) 125.

Nov: 1. Mike Witt (Oss) 136; 2. Gary Gillman (Hon) 151; 3. Jerry Elders (Hon) 152; 4. Mark Habbeshaw (Bul) 153; 5. Jeff Julander (Yam) 154.

Women: 1. Fay Smith (Bul) 1; 2. K. Johnson (Oss) 11.

Kids A: 1. Robin Tolleson (Hon) 34; 2. Mike Bernbaum (Bul) 42.

Kids B: 1. Derek Bernard (Bul) 22; 2. Robert Burman (Yam) 31; 3. S. Witt (Hon) 66.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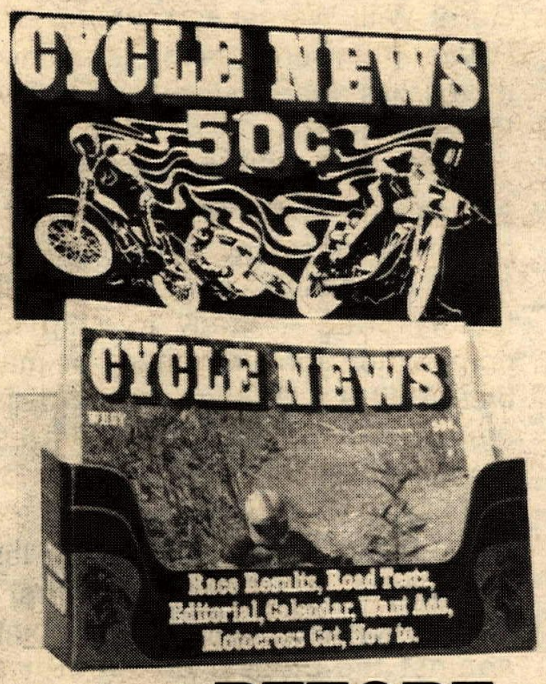


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**CYCLE NEWS WEST/CENTRAL/EAST**


# Clip the apex and exit WFO

**By John Ulrich**

SACRAMENTO, CAL., MAR. 17

There comes a time in the life of a street rider when he wishes to go very, very fast on a non-straight road. He might be able to fulfill that wish, but then again he might scare himself half to death trying, due to lack of skill or knowledge.

Then there are street riders who want to and know how to go fast, but are tired of police traps, rocks and dogs in blind turns, drunk drivers pretending they're in England, and painted crosswalk lines.

The American Federation of Motorcyclists (AFM) Sacramento, California Chapter today hosted a road race school designed to help the non-racer get out of the streets and onto the track with as little trauma as possible, or the beginning racer get better.

Twenty-nine riders from as far away as the Los Angeles area came to the school held at Sacramento Raceway Park with twenty dollars each in their hands, bringing every kind of ride from an Ital-Jet 50cc GP bike to a Norton Cafe Racer to a Bultaco Metralla to a Honda CL450 to a Yamaha Big Bear to a BMW set up for touring.

What they got was a day with some real live road racers and pavement scratchers as teachers, group theory and rule discussions, lectures on bike set-up, on-the-track training, and individual instruction and critiquing. The "classroom" was laid out around the Sac'to Raceway dragstrip and return roads, forming one basic loop and a separate chicane at the other end of the strip.

For beginners, the paperwork (just like at a real race) and tech inspection were mystifying. Patient individual help (along with reminders that at real races tech inspectors do not have time for bikes that aren't right) helped sort out things. Crash bars, turn signals, taillights, and other protuberances able to snag a falling rider had to be removed. Safety-wired drain plugs were required, but since there wasn't going to be any real dicing today, the tech men were very lenient (but always explaining that at the real thing, no quarter is given.) At races, they said, removable exhaust baffles had to be wired, as well as brake backing plate anchors.

Many beginners were not prepared, showing up with red-flecked chains, ratty running bikes, and bald tires. "Go

**Everyone had a chance to have their lines and form evaluated.**

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Lomita, California 90717
213-534-2311

The beginner's group gets told what they were doing wrong after playing tag through the pylons. Dan Spisak does the teaching.

slow and get smooth" was what the practice was all about. Only one rider threw it away, braking in a turn and drifting into some loose stuff. Nobody was seriously injured.

The attendees were split into two primary groups, (Beginners and Advanced Students); the advanced students got broken down further into subgroups.

There were walks through corners and explanations of reading pavement and line selection. Observers watched riders trying to put theory into use and told them what they were doing wrong. By the end of the day, even the most hesitant riders were looking smoother, faster, and more confident.

Runs through a chicane laid out with pylons helped. Start and braking practice honed them up a little more.

Within the confines of a relatively small facility, the organizers did a good job of improving the skills of those who had come to learn.

Also included in the package was AFM Sacramento Chapter membership, a chili lunch, child care, an AFM rulebook, some instructional materials, and a view of lush green pastureland dotted with small ponds in low-lying spots, formed by recent rains. Ducks floated on the little lakes while a lone Duck (the kind from Italy) ran on the track.

Everyone should have an opportunity to attend a school like this. While AFM/Sacramento plans another one in April, what is really needed is a school like this at every track in California, or better yet, everywhere. If that happens, and they are all as well run as this one was, the ranks of tarmac-lovers are bound to swell. ●

**Students**

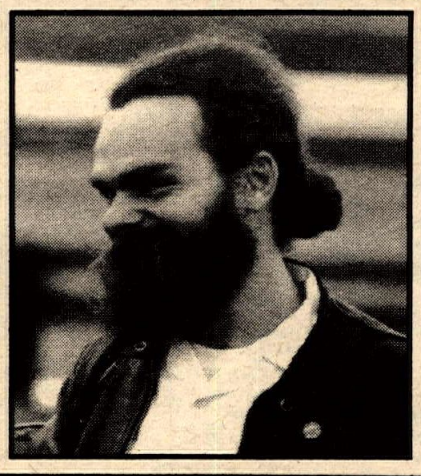
John Anderson (Sacramento), Nick Augeouzos (Belmont), Joseph Breeden (Chatsworth), Gary Duccini (Sacramento), Kevin Geary (La Mirada), Gregory Goodman (Fair Oaks), Dave Henry (Forest Hill), Earl D. Hillman (Fairfield), Gene Howell (Rancho Cordova), Cheston Jung (San Francisco), Richard L. Kennedy (North Highlands), Chris Kirkland (No. Sacramento), Kirby Langston (Sacramento), Eugene Lee (San Francisco), Robert McCowen (Rancho Cordova), Ken Milani (Navato), Rick Murry (Sacramento), Rosi Murry (Sacramento), Ronald Parola (San Francisco), Fowler T. Scott (Roseville), Jack A. Segal (Sherman Oaks), Chris Shaw (Greysville), Robert Staart (Sacramento), Rob Stabile (Carmichael), John D. Ulrich (La Mirada), Dwight Vike (Sacramento), E.H. Vogt (Sacramento), Steve Walker (San Francisco), Roger Wilces (Rocklin).

**Instructors:**

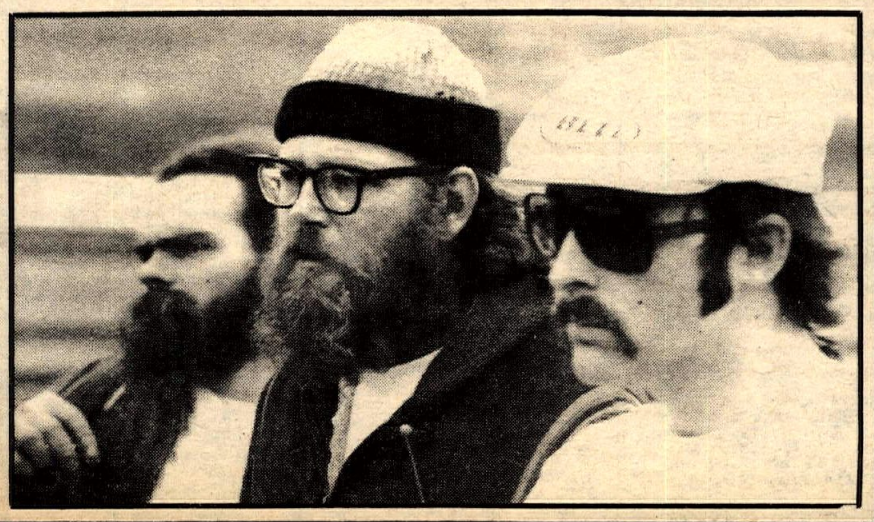
Greg Andrus, Tommy Bright, Bill Calloway. Craig Hanson, Fred Koren, Garnet Lewis, Mike Lewis, George Miller, Bill Ralston, Curt Rellick, Mike Ross, Dan Spisak, Carl Stone.

**Workers:**

Marie Cartice, Susie Dunn, Eliot Hill, Pat Howell, Larry Huffman, Lisa Lewis, Madeline Pantlik, Joe Stephan, Pat Stone, Patty Stone, Mark Tweedy, Karla Vogel, Paul Vogel. General Observer, Hanger-on, and OK Dude James Stone.



The instructors came in all shapes, sizes and facial expressions.



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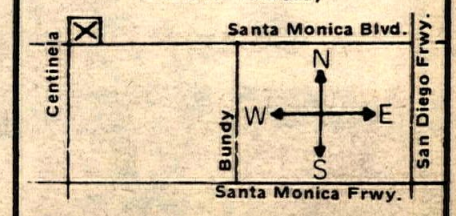



213-826-7856

# REGULARLY SCHEDULED EVENTS

## Attention Promoters

Place your listing for your regularly scheduled events here. Just send your copy (40 words max) and a check for five issues ($25.00) to Cycle News, P.O. Box 498, Long Beach, CA 90801. 213-427-7433 or 636-8844.

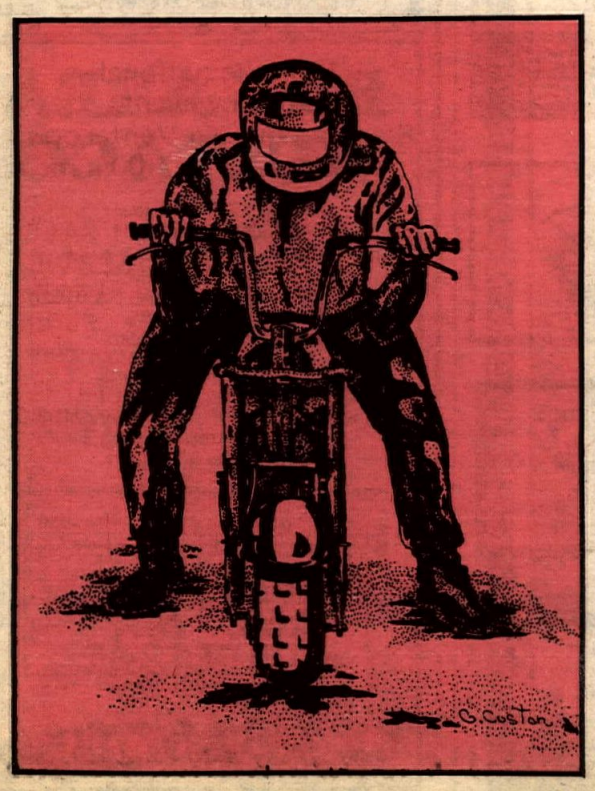
### Every Saturday
Moreno Valley M.C., MX all classes, Gate $3., Race Entry $5. Sign in: 7:30 a.m., Race: 9. Min. 33% nice trophies. De Anza Cycle Park, 15 mi. east Riverside on US 60, Take Theodore off-ramp to Ironwood & follow signs. Info: 714-653-2633 or 714-735-1301.

### Every Saturday Night
Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign-up 5 to 7:30, practice 6:30, race 8. Admission $1.50, race $2. Camping Free. Sunday practice $1 per bike, silencers required. 714-826-2386.

### Every Saturday
MX – Corona Rcwy. Natural terrain. Contingencies – 30% trophies, 100% payback Sr. Gates 9 a.m. prac. 10, race 11. Gates: $2, Entry: $3, Sr: $8., Non-member entry: $5. R.A.C.E. Membership: $5. (not req'd). Silencers required. Beg-Nov-Int-Sr-Mini-Oldtimer (32+). 18 yrs bring parent or notarized consent from parent. Corona Raceway, Fwy. 91 at Buchanan, Corona, CA. 714-689-1913, 735-1705 or 688-5484.

### 1st & 3rd Sundays
MX Lake Dolores, approx. 15 mi east of Barstow off Las Vegas Fwy, I-15, take Minneola off ramp. Limed. 8 a.m. sign-up, 10 race. 3rd Sunday 100% payback to pro riders. $10 entry. 33% Gold to Jr & Sr. $3.25 ride, $1.50 & .75 watch. Primitive camping, swimming & fishing. Info: 714-257-3315 or 714-252-2070.

### Sunday MX
Valley Cycle Park, Moorpark. Motocross AME 1st & 3rd Sun: CRC 2nd Sun; NRA 4th Sun. All classes, prac. 8 a.m., race 9 a.m. Open 7 days. 470 acres open riding. Phone: 805-529-9546.



# CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsiblity of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

## Thursday, Mar. 28

R.A.C.E. NIGHT MX
Corona Raceway, Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., Race 7:30. 714/735-1705.

NIGHT MX, HALF-MILE & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak, 714/870-5220.

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, CA 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

## Friday, Mar. 29

CRC NIGHT MX
Indian Dunes, Valencia, CA. 20% brass same night, cash to Ex. Sign 6 p.m., race 8. 714/688-1291 or 213/830-7519.

AMC NIGHT MX
Orange County International Rcwy., Irvine, CA. Open 5 p.m., prac. 6-7 p.m., first race 7:30 p.m. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714/832-4555.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac to 6:30. 707/644-0741.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. 200% pro p.b. Open 4:30 p.m., sign till 6:30, race 7:30. CMC lic. rqd., $3,000 med. cov. 213/334-4949 or 714/557-3323.

## March 30-31

BAJA 75 MI. OFF-ROAD RACE
La Mision, Baja Calif., 7 mi. from coast on old Hwy. La Fonda turnoff betw. Tijuana & Ensenada. 7 mi. course on private prop. 125, 250 & Open. Special 50 mi. Novice race. 60% p.b. to pros. call for entry blank. 714/276-0978.

BOSS/CMC TWO DAY MX
Argyll Pk., 13 mi. So. of Dixon, CA. on Hwy .113. 30% Nov/Int. brass both days, 150% pro p.b. 12" participation trophy to all that race both days. Free camping. Open 6:30 a.m., race 9. 415/796-0195.

TWO DAY TRIAL I.S.D.T. QUALIFIER
Ft. Hood, Tx. Send letter of intent to Mel Parkhurst, Mgr. of Amateur Activities, AMA, P.O. Box 141, Westerville, OH 43081. Entries, P.O. Drawer A, Ft. Hoot, TX 75544.

SECOND ANNUAL TECATE QUINENTOS "500" ENDURO
Two day 500 mi. enduro for experienced riders. Tecate — San Felipe — Tecate loop. $40 mail entry includes most gas, oil, lunches, insurance, party. Drawing Mar. 1, mail deadline Mar. 15, P.O. Box 1582, La Mesa, CA 92041. AMA enduro rules, team trophy, out time both days. 7:01 a.m. PSDT. Days 714/291-7311 ex. 1423, eves. 714/473-8310.

## Saturday, Mar. 30

CMC/ASCOT NIGHT TT & HALF-MILE
Ascot Rcwy., 18300 S. Vermont, Gardena, CA. 125, 250, 500 Pro & Sportsmen. Class C tires rqd. for ½ mile only. Open 5 p.m., race 7. See ad, save spectator $$$. 213/321-1610 or 323-9710.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

INDOOR SHORT TRACK
Benton Cnty., Frgds., Corvallis, Oregon, btwn. Eugene & Salem on Hwy 99. Prac 7 p.m., race 8 p.m. 1/8 mi. dirt track. Sportsmen. 503/753-1023 or 503/753-4581.

HANDICAP DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

AMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. No mail entry. $5 post, $10 Experts. Three 20 minute motos. Gates open 7:30, practice 8:00, race 9:00. 100% payback to Experts, 40% trophies given same day! $5 membership required — Non Members $2 extra. Info: (714) 832-4555.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

R.A.C.E. MOTOCROSS
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

M.O.R.E. ECONOMY RUN
Start/Finish at Balboa Park, San Diego, CA. Enter any bike, sidecar, 3-wheeler. Be on TV! Limit 500 entries. Start 8 a.m. M.O.R.E., P.O. Box 092, San Diego, CA 92115. 714/287-1681.

AMA PRO HALF-MILE
South Bay Park Spdwy., Otay Mesa, Chula Vist, CA. 18 events, sign 4 p.m., prac 6, race 8. 714/420-7414.

D-36 SCRAMBLES
Lodi Cycle Bowl, CA. No minis. Open traction, sil. rqd. $2.50 ride or watch. Sign 8 a.m., prac. 9-11 a.m., race noon. 209/368-7182.

HIGH SCHOOL MX
Sage Pk., 13 mi. So. of Ridgecrest, CA on Hwy 395. Mini, 100,125, 250, Open & Faculty classes. Also puff. Spectators invited, $1 adm. 10 a.m. start. 714/375-2149.

TRIALS
Peaceful Cove, Cartwright Rd., Boise, Idaho. 1 p.m. start. Owyhee M.C. 208/342-9813.

## Sunday, Mar. 31

BEES' WIDOWMAKER HILLCLIMB
Point of the Mountain, Utah, 10 mi. So. of Salt Lake City off I-15. 2nd year on 1500' unclimbed hill. Entry by mail only! For entry blank write P.O. Box 46, West Jordan, Utah 84084. AMA and Utah SRA point event. Begins 10 a.m. — no practice. Info: 801/255-3659.
801/568-8849 or 254-3601.

D-36 SCRAMBLES
Happy Valley Rcwy. 5 mi. So. of Redding, Ca. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 9 a.m., race 12 noon. Shasta M.C. 916/241-7724.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

URA ENDURO
Lame Puppy (Son of Lame Dog) 100 mi. Charlies Place, limed from Red Mtn., Ca. First loop easy family, 2nd A-B-C riders, 3rd loop A & B only. Fin. pins, 20% gold. Mail $8.50, 2 SASE to URA, 6600 Gerald Ave., Van Nuys, CA 91406. 213/787-5208 or 421-9179 or 988-2967.
Mini under 16 $5 entry.

NRA TT SCRAMBLES
Valley Cycle Park, Moorpark, CA. SoCal newest high speed scrambles track. No memb. rqd. 714/688-1291. 1st race 10 a.m.

MOTOCROSS
395 Cycle Park, Adelanto, CA. 40% brass. Sil. rqd., no memb. Sign 8 a.m., race 10. 714/245-5282.

AMA MOTOCROSS
Spillway Park, No. Broadway off-ramp, Santa Maria, CA. Entry $3.50. Sign 8 a.m., race 10. 805/922-8997.

MOTOCROSS S & S
Carlsbad Rcwy., Carlsbad, CA. No membership Rqd., Open 8 a.m., race 9:30. 714/278-2364.

D-37 HARE SCRAMBLES
Rand Mtns., limed Hwy 14 No. of Cal. City, CA. & Hwy 395 No. of 4 Corners. Second Annual Badgers' Cop Out., two 45 mi. loops, fin. pins. 10 a.m. start. 213/443-3584.

AMA ENDURO
Chicken Enduro, 25 mi. NW of Coalinga, CA. I-5 to Coalinga, Derrick Rd. to Clear Creek turnoff, ½ mi. east Picacho Store. $8. 9:01 a.m. first rider out. Not easy, A & B riders. 20% brass. Box 1066, Fresno, CA 93707. 209/224-9069 or 209/229-6045.

AMA MX NAT'L. CHAMP.
Baymare Cycle Park, Moorpark, CA. 250cc & 500cc Championships.

AMA HALF-MILE
Manzanita Spdwy., 35th & Broadway, Phoenix, AZ. Jr. 750, Nov. 25 (500), no Experts. Open 10 a.m., race 2 p.m. Gas available Sunday. 602/276-9401 or 602/278-4061.

JACKPOT MX SERIES
Fox Hollow, E. on Hwy. 214 twd. Mt. Angel from Woodburn, Or. 2 mi. to Elliot Prairie Rd., then L. to track. 50% p.b. all classes ea. meet + place ribbons, 25% end-of-series jackpot to top scorers & Hi-Point trophy. Sign til 9:30 a.m., race 10. 503/634-2612.

CMC ROAD RACE
OCIR, Tustin, CA. Santa Ana Fwy. to Sand Cyn. exit. Races for all classes, GP, Prod. & Cafe Racer. Sign 7 a.m., race noon. 213/842-7433.

D-36 SCRAMBLES
Pioneer Arena, Oakdale, CA. Open traction. All classes & minis. Sil. rqd. Sign from 7:30 a.m., , prac 9, race 12 Noon. 209/869-1457.

NRA MX
Valley Cycle Park, Moorpark, CA. 30% brass same day. Cash to Srs. Beg., Jr., Int., Sr. Minis & P.P. No memb. rqd. Two 30 min. motos. 714/688-1291.

EURO. SCRAMBLES
MVMC, De Anza Cycle Park, E. of Riverside, CA on Hwy. 60. 25% brass & f.p., well marked course. Le Mans start, free camping. 3x9 mi. Beg. loops, 4x9 mi. all others. Sign from 7 a.m., first race 9 a.m. 714/653-2633 or 735-1301.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

TT SCRAMBLES
Perris Rcwy., Perris, CA. Open 8:30 a.m., prac 10, race 11. Riders must be over 18 with ID or have notorized statement. 714/657-3678.

CRC MX
Carlsbad Rcw., Carlsbad, CA. 40% brass, no memb. rqd. 213/830-7519 or 714/688-1291.

CMC/CAL CROSS MX
Sand Hill Ranch, CA. Hwy 580 to Vasco Rd., then to Camino Diablo & Rt. to ranch. CMC lic. rqd. O.T. & puff. Open 7:30 a.m., race 9:30. 408/732-2752.

A.T.A. SCOT TRIAL
Mission Gorge, E. of San Diego, CA. 20 mi. timed loop. Sign 8 a.m., first rider out 10 a.m. San Diego Trials Riders. 714/442-3553.

FIELD MEET
Peaceful Cove, Cartwright Rd., Boise, Idaho.

ACA ROAD RACE
Willow Springs, CA. All cl., GP & Prod. Sign 9 a.m., race noon. 714/524-6984.

HIGH SCHOOL MX
Osteen's Pk., Pomona, CA. Dudley exit from Pomona Fwy. Four schools, cheerleaders, bands, TV. Faculty race. Half-time show. First moto 10 a.m. 714/982-1440.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

## Monday, Apr. 1

RESERVED SEAT SALES OPEN
for Superbowl of Motocross, June 22. Prime locations by mail order only to Sports Arena, 3939 S. Figueroa, Los Angeles, CA 90037. 213/747-7111.

## Thursday, Apr. 4

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

NIGHT MX, TT SCRAMB. & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak 714/970-5220.

## Friday, Apr. 5

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. 200% pro p.b. Open 4:30 p.m., sign till 6:30, race 7:30. CMC lic. rqd., $3,000 med. cov. 213/334-4949 or 714/557-3323.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac to 6:30. 707/644-0741.

AMC NIGHT MX
Orange County International Rcwy., Irvine, CA. Open 5 p.m., prac. 6-7 p.m., first race 7:30 p.m. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714/832-4555.

## April 6-7

TWO DAY TRIAL I.S.D.T. QUALIFIER
Picayune, Miss. Letter of intent to Mel Parkhurst, Mgr. of Amateur Activities, AMA, P.O. Box 141, Westerville, OH 43081. Sponsor Trail Masters, P.O. Box 731, Picayune, MS 39466.

TWO DAY MX SCHOOL
Russ Darnell instructing. Carnegia Cycle Park, Livermore, CA., 25 mi. E of San Francisco. 9 a.m. to 3:30 p.m. each day. Limited entry, $25. 14851 Genoa St., Sylmar, CA 91342. 213/367-1722.

HANGTOWN MX CLASSIC AMA NAT'L. MOTOCROSS
Plymouth, CA. 30 mi. E. of Sacramento, on Hwy. 16. Sat. Sportsman Day — Two moto program, D-36 rules. Sun. Pro Day 125/250/Open AMA Nat'l., $9,000 purse, $3,000 per class. Must have AMA pro. lic. & apply thru AMA P.O. Box 141, Westerville, OH 43080. 916/985-4762 or 652-6016.

AMA DESERT RACE
Mattawa, WA. 165 mi. E. of Seattle on I-90. Follow markers. Poker run Sat., Pro-Am 100 mi. race Sun. $1,000 purse for pros. Souvenir T-shirts. Pre-entry save $$$. Stump Jumpers MC, 1007 — 228th S.E., Bothell, WA 206/486-5695.

NMA WORLD MINI GP
Indian Dunes Pk., Valencia, CA. International Course. $5,000 in trophies & awards. Semi-finals Sat., Champ. races Sun. First race both days 9 a.m. 805/259=8000 or 213/340-4704.

## Saturday, Apr. 6

AMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. No mail entry. $5 post, $10 Experts. Three 20 minute motos. Gates open 7:30, practice 8:00, race 9:00. 100% payback to Experts, 40% trophies given same day! $5 membership required — Non Members $2 extra. Info: (714) 832-4555.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

DRA BAKER TO VEGAS
Entry limited, 2,000 riders. Mail $12, 2 SASE to DRA, P.O. Box 2605, California City, CA 93505. 20% brass, fin. pins, plus class winner cash. $300 to 1st OA., $200 to 2nd, $100 to 3rd, plus $100 to 9 class winners. 20% brass, double DRA points. Same day memb. processing. 714/373-4647.

HANDICAP DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

D-36 NITE SCRAMBLES
Fremont Rcwy., Fremont, CA. All sptsm. classes, no minis. Class C tract., sil., 3 number plts., AMA & D-36 scr. cards rqd. $3 ride or watch, ins. 50 cents extra. Open 3:30 p.m., race 6:30. 415/327-4461.

SHORT TRACK & TT — NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

R.A.C.E. MX
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

OLD TIMERS HARE SCRAMBLES
Ponderosa Inn, 15 mi. E of Lancaster, CA on Ave. J. 3 x 8 mi. loops, over 35 only. 50% brass. $8 entry. 10 a.m. start. 213/367-2907 or 324-4747.

## Sunday, Apr. 7

MOTOCROSS
Deschutes Cycle Park, Hwy. 97 No. of Bend, Oregon. Sil. & 3 num. plt. rqd. 100% p.b. to Ex. Free camping. Practice 9 a.m. Race 10:15. 503/389-1479.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

D-31 MOTOCROSS
Arizona Desert Raceways, 9 m. W of Avondale on I-10 to Airport Rd. Am. & Ex. sign noon, race 2:30 p.m. All others sign 7 a.m., race 9:30. $50 first each Ex. class. 602/252-1900.

PNTA TRIALS
Tiger Mtn. Spring Trials, I-90 E. from Seattle, Wa., So. on Hwy 18 3 mi. to parking area on Rt. Teams encouraged. Sign 8 a.m., first rider out 9:30. 206/454-5411.

D-37 MOTOCROSS
Lake Delores, CA. Vegas Fwy. E of Yermo to Minneola exit & follow signs. Plenty Sunday gas. $4.50 ride, $1.50/.75 watch. Sign 9 a.m., race 10 a.m. 714/253-3265.

TROPHY POKER RUN
De Anza Cycle Pk., E of Riverside, CA. on Hwy. 60 5 x 7 mi. loops. Cards in sealed envelopes. Best hand 3 ft. trophy, special awards. Free camping. Sign 7 a.m., start 9. 714/653-2633 or 735-1301.

TT
Four mi. E. of Kingman, AZ. Rt. 66 & I-40. All classes, mini to open. Sil., taped pegs, Class C traction rqd. 30% brass. Sign 10 a.m., race Noon. 602/753-3188.

D-38 TT SCRAMBLES
Dehesa Race Pk., I-8 E. from San Diego, CA. to Harbison Cyn. Rd., then to Dehesa Rd., L., follow signs. Sign 8:30 a.m., race 10. 714/477-7083.

MOTOCROSS
Fly-N-Raceway, Thermal, CA. Airport Blvd. Free camping, 2' gold same day, all classes. 10 a.m. start. 714/347-3185.

PONDEROSA HARE SCRAMBLES
15 mi. E. of Lancaster, CA. on Ave. J. 3 x 8 mi. loops, 40% brass. $5 entry, beginners, free camping, all classes. 10 a.m. start. 213/367-2907 or 324-4747.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6.

MINIS TT & FLAT TRACK TROPHY DASH
Atlantic Park, Garden Grove, CA. Garden Grove Frwy. to Magnolia exit, S to Westminster. Mail address 17092 Santa Isabel, Fountain Valley, CA 92708. Sign 9:30 a.m., race 10:30 a.m. 714/842-9778.

AMA PROFESSIONAL HALF-MILE
Santa Clara County Fairgrounds, 344 Tully Rd., San Jose, CA. $1200 purse. Time tr. 11 a.m., race 2. 408/438-3210 or 714/541-4244.

MOTOCROSS
Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race $4 incl. amb. fee, watch $1.50/$.50 start 9 a.m. 714/377-4619.

BOSS/CMC NOV/INT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Hwy 580 to Vasco Rd., Livermore, 14 mi. twd. Brentwood. Beginner class this week, less than 5 races. No pros. 30% brass. Open 7 a.m., race 9. 415/796-0195.

MOTOCROSS S & S
Carlsbad Rcwy., Carlsbad, CA. No membership Rqd., Open 8 a.m., race 9:30. 714/278-2364.

CRC GP
Rawhide Park, Elsinore, CA. 45 min. races, all classes. MX & smooth. No memb. rqd. Mail $8 to 6625 Dorinda, Riverside, CA 92503. Post $10. 714/688-1291.

BCA COMBO CROSS
Indian Dunes, CA. 50% Jr. brass, 100% Ex. p.b. $10 entry post only. First race 10. 805/259-8000.

JACKPOT MX SERIES
Fox Hollow, E. on Hwy. 214 twd. Mt. Angel from Woodburn, Or. 2 mi. to Elliot Prairie Rd., then L. to track. 50% p.b. all classes ea. meet + place ribbons, 25% end-of-series jackpot to top scorers & Hi-Point trophy. Sign til 9:30 a.m., race 10. 503/634-2612.

MOTOCROSS
Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx 4 mi. 33% brass to Sptsmn., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail Entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA. 92626.

C.T.A. TRIALS & SCHOOL
Escape Country, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials $5, school $1.50. C.T.A., P.O. Box 2023, Orange, CA 92669. 714/832-2770.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

SRAC MX
Berthoud, Co. 40 mi. No of Denver on I-25. 30% brass, cash for Ex. Open 8 a.m., first race 9. 303/494-7303.

MOTOCROSS
Baymare, Moorpark, CA. Post entry only, 3 motos. 40% brass, 100% Ex. p.b. Open 8 a.m., race 9:30. 213/434-1816.

ACA ROAD RACE
Carlsbad Rcwy., Carlsbad, CA.

D-36 SCRAMBLES
Pioneer Arena, Oakdale, CA. Open traction. All classes & minis. Sil. rqd. Sign from 7:30 a.m., prac 9, race 12 Noon. 209/869-1457.


# VIEWFINDERS

7th annual

# GRAND PRIX

## June 1st & 2nd Indian Dunes

Entries open April 1st thru May 15th.
Starting numbers assigned by postmark
Contingency Prizes Pins & decals
Two hour races!. . . .6 mile course
Camping available at Travel Village (805) 257-2700
Use VIEWFINDERS entry or Dist. 37 blank
$10.00 Entry, $25.00 Post Entry. . .Include 2 legal size S.A.S.E.

**Viewfinders GP**
899 Darrell St.
Costa Mesa 92627

Further information:
(714) 645-4178
or
(213) 360-0827

VIEWFINDERS MOTORCYCLE CLUB, INC. (A NON-PROFIT CORPORATION)
MOTORCYCLE RACE ENTRY

Name_____ Age_____ Phone_____
Address_____
I am a bonafide member of the_____ Club.
A.M.A. Number_____ Expires_____ District Riding No._____
Make Motor_____ Engine Number_____ Cu. In._____
I will enter in the_____ Class. Amateur Expert Novice
Riding or Sidecar Partner_____

ASSUMPTION OF THE RISK AND WAIVER OF PERSONAL INJURY CLAIM

Under the rules and sanction of the American Motorcycle Association, I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association and the District Committee and I further agree to hold blameless the American Motorcycle Association, the Viewfinders Motorcycle Club, Inc. and any property owner or owners and agree to assume any and all risks for any loss or injury to myself or property in which I may become involved by reason of participation in this contest. I do also agree to assume responsibility for any property damage which I knowingly initiate.

I have read this entry blank. ☐ Yes ☐ No

Signature required_____ Date_____

# Grand Opening

**Valley Cycle Park**
**TT Scrambles**
**March 31**

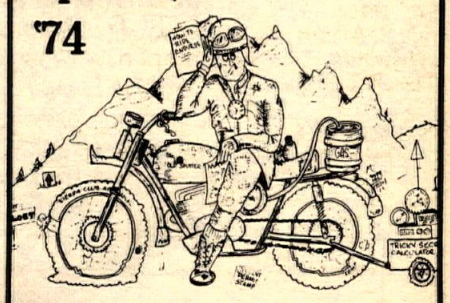
Southern California's newest high speed Scrambles course.

All classes including mini & Old Timers.

Races start 11 a.m.
Sign up 10. 1st race 11.

**NRA** 714-688-1291
805-529-9546

# 3rd Annual Red Garter Enduro April 13, '74

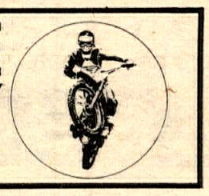


125 mile national Saturday event.
Start downtown Ventacopa
1st riders out — 7:00 a.m.

Entry: $7.50 per rider
Team: $1.00 per rider!
Use any entry blank with 2 S.A.S.E.
Mail to: Dirt Diggers M.C.
2173 Crescent Ave., Montrose, CA 91020
Info: 213/772-0065
HURRY! Limit 500 riders.

Hero badges for finishers.
Drawing: 8:30 p.m., April 3rd
Cliff House, 15175 Pac. Coast Hwy., Malibu
Spark Arrestors Req'd!
4 riders per minute

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS



Easter Motorcycle Camp
April 7-13 (7 days)
Ages 8 to 18 Instruction by Pros
for Info write:
Brian McCall, Dept. 100, P.O. Box 82084, San Diego, CA 92138

AMC
**Race Schedule**
Apr. 7 CANCEL
Apr. 14 — Saddleback
Apr. 21 CANCEL
Apr. 28 — Saddleback
**Info: 714-832-4555**

50¢ **AMC - MX at CARLSBAD** 50¢
Every Saturday
3-20 min. motos • non-members $2 extra • Info: 714-832-4455
*50¢ off any AMC Carlsbad race*

J. C. AGAJANIAN'S

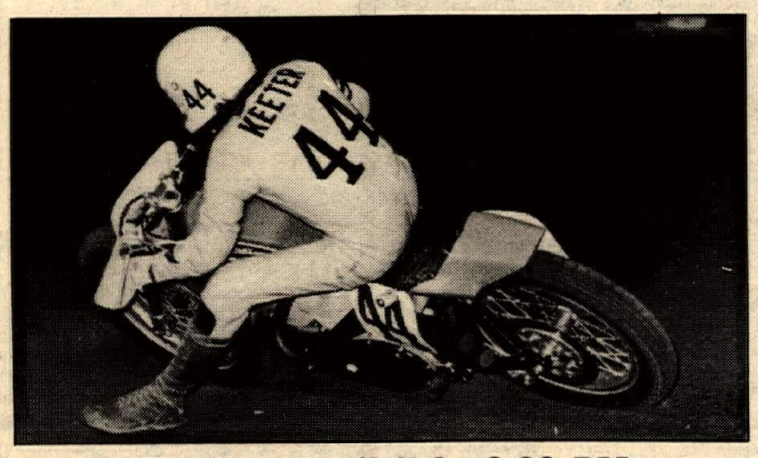
Ascot

AMERICAN MOTORCYCLE ASSOCIATION

AMA ½ Mile

APRIL SILVER MEDAL SERIES

$10,000 in Purses $5,000 Contingencies




Friday, April 5th, 8:00 PM

Nov-Jr-Ex

Gates open: 4:30 p.m., Close: 5:30 p.m., 1st race 6:30 p.m.
Prac: 5:45-6:15 all classes (Class C traction req.)

$2000 flat purse each race
$500 point fund each race
(Point fund distributed end of April)

18300 S. Vermont, Gardena, California

J.C. AGAJANIAN'S Ascot

Save $1.00

*on Adult ticket for any regular AMA event. You may bring a friend & save $2.00.*

| | |
|---|---|
| Regular price Adult | $2.50 |
| Junior | 1.50 |
| 9-12 | 1.00 |
| 8 and under | FREE |

RAWHIDE GRAND PRIX

APRIL 7 Rawhide Park Elsinore

Limed from intersection of Hwy. 71 & 74
**100% Trophies** to finishers, 1' tall.
3' Trophies to 1st in class.
Top 10% receive 30" Trophies.
**FREE** overnight camping.
Each class races 45 min.
LeMans start-long course-including Cross Country & Motocross.
Small bikes race in morning, big bikes in afternoon.
Sign-up closes 1 p.m.

Schedule:

| | |
|---|---|
| 8 — Prac. | 12 — Prac. |
| 9 — 100 Beg & Nov | 1 — 175 & 250 Beg & Nov |
| 10 — 125 Beg & Nov | 2 — Open Beg & Nov |
| 11 — Mini & Powder Puff | 3 — All Int & Ex |

Mail $8 (members $7) to CRC: 6625 Dorinda, Riverside, 92503
$10 post entry, all racers pay $1 gate fee.

CRC 714-688-1291

SADDLEBACK park

*Saddleback Association of Motorcyclists*

Moto-cross
European Style
Every Saturday

2-40 minute motos

No mail entry • No membership rqd.
Just $6 to race • Gates open 7:00
Experts $10 entry • 100% payback

For Info: (714) 979-9233

European Motocross
Valley Cycle Park
March 31

2-30 min motos (are you man enough)
Beg-Jr-Int-Sr-Mini
Powder Puff & Old Timers
100% cash payback to Seniors

NRA 714-688-1291 805-529-9546

# CALENDAR

## April 7-13

EASTER MOTORCYCLE CAMP
Alpine, CA. 30 min. E. of San Diego. MX, trials, desert instruction, also swimming, flicks, workouts, archery, horses. Ages 8-18. Write Brian McCall, Dept. 100, P.O. Box 82024, San Diego, CA 92138.

## April 9-10

TWO DAY MX SCHOOL
Russ Darnell instructing. Saddleback Park, Orange, CA $25. Limited entry. 14851 Genoa St., Sylmar, CA 91342. 213/367-1722.

## April 11-12

TWO DAY MX SCHOOL
Russ Darnell instructing. Indian Dunes Park, Valencia, CA. Limited entry, $25. 9 a.m. to 3:30 p.m. both days. 14851 Genoa, Sylmar, CA 91342. 213/367-1722.

## Thursday, Apr. 11

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, CA 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

NIGHT MX, HALF-MILE & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak, 714/870-5220.

## Friday, Apr. 12

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac to 6:30. 707/644-0741.

D-36 SCRAMBLES
Fremont Rcwy., Fremont, CA. All classes, no minis. $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

AMC NIGHT MX
Orange County International Rcwy., Irvine, CA. Open 5 p.m., prac. 6-7 p.m., first race 7:30 p.m. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714/832-4555.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. 200% pro p.b. Open 4:30 p.m., sign till 6:30, race 7:30. CMC lic. rqd., $3,000 med. cov. 213/334-4949 or 714/557-3323.

## Saturday, Apr. 13

AMA NATIONAL ENDURO
Dirt Diggers 3rd Annual Red Garter 125 mi. Limit 500 riders, entry & 2 SASE to 2173 Crescent Ave., Montrose, CA. 91020. Dwg. Apr. 3 at Cliff House, Malibu. Start downtown Ventacopa, first rider 7:00 a.m. 213/772-0065. See ad this section.

D-37 HARE SCRAMBLES
Soggy Dry Lake, limed from Lucerene, CA. Maywood M.C.'s first "Bull Run." 2x25 mi. loops, f.p.'s, Rescue 3, GP Finish. 213/867-8110.

R.A.C.E. MX
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

HANDICAP DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

SHORT TRACK & TT — NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

KBMA INDOOR SHORT TRACK
Klamath County Fairgrounds, Klamath Falls, Ore. Require: Sil., 3 plates, no sidestands, rubber on footpegs, no knobbies. Classes: 100 kids, 100 mens, 125, 200, 250. $3 entry. Sign 4:30 p.m., prac 5:00, race 7. 503/882-2304.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

AMC MX
Carlsbad Rcwy., Carlsbad, CA. No mail entry, $5 post, $10 Ex. 40% brass same day, 100% Ex. p.b. Three 20-min. motos. Open 7:30 a.m., race 9. 714/532-3923. Non-members race $2 extra.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

## Sunday, Apr. 14

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

AMC MX
Saddleback Park, Orange, CA. No mail entry, $5 post, $10 Ex. Non-members $2 extra. 40% brass same day, 100% Ex. p.b. Open 7:30 a.m., race 9. 714/532-3923.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

SRAC MX
Coal Creek Rcwy., I-25 No. of Denver, Lafayette-Brighton exit, West to track. Nov. 10 a.m., A & B events, noon.

SRAC TT SCRAMBLES
Berthoud, Co., 40 mi. No. of Denver on I-25, Berthoud exit, 1 mi. So on access rd. SRAC memb. rqd. 30% brass, Expert cash. Prac. 10 a.m., race 12 Noon. 303/442-0930.

MOTOCROSS
Desert Wheels MC. Sign-ups 8 a.m., races 10. Info: Box 37, Edwards, CA 93523.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

GP
Baymare, Moorpark, CA. Old Viewfinder 4 mi. GP course. 50 min. race. 40% brass, 100% Ex. p.b. 213/434-1816.

MARATHON
2 man, 2 hr., Fremont Rcwy., Fremont, CA. Nov. & Ex., $6/team. Open 8:30, first race 9:30. 415/327-4461.

CRC MOTOCROSS
Valley Cycle Park. 40% trophies, same day. No membership rqd. All classes. Info: 213/830-7519 or 714/688-1291.

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

NMA MINIS
Saddleback Park, Orange, CA. Sign 8:30-9:30 a.m., race 10. Trophy dashes too.

D-36 HARE SCRAMBLES
Sacramento Rcwy., Excelsior Rd., Sacramento, CA. Entry $6 mail/$8 post. Entries to Sacramento Jammers M.C., 1711 Mercury Way, Sacramento, CA 95825. First race 10 a.m. 916/482-6740.

D-36 SCRAMBLES
Happy Valley Rcwy. 5 mi. So. of Redding, Ca. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 9 a.m., race 12 noon. Shasta M.C. 916/241-7724.

## April 18-21

CYCLE WORLD SHOW
Los Angeles Memorial Sports Arena, Los Angeles, CA. Custom, competition, classic, chopped & antique machines plus all significant 1974 models at the Eleventh Annual International Show, largest in the world. 714/646-4455.

## Thursday, Apr. 18

NIGHT MX, TT SCRAMB. & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak 714/970-5220.

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

## Friday, Apr. 19

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. Jr., Int., Ex. & Pro. Pros race for guar. purse. Open 4:30 p.m. Signup closes 6:30, race 7:30. CMC lic. rqd. $3,000 med. cov. 213/334-4949 or 714/557-3323.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac to 6:30. 707/644-0741.

AMC NIGHT MX
Orange County International Rcwy., Irvine, CA. Open 5 p.m., prac. 6-7 p.m., first race 7:30 p.m. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714/832-4555.

D-36 SPTSM. SHORT TRACK
Fremont Rcwy., Fremont, CA. All classes & minis. Kill buttons, sil. rqd. Open 4 p.m., prac. 5, first race 7 p.m. $3 ride or watch. 415/327-4461.

## April 20-21

WMRC ROAD RACE
Westwood circuit near Vancouver, B.C. Novice race on Saturday. WMRC, P.O. Box 91, South Burnaby, B.C., Canada.

FAMILY ENDURO POKER RUN
Thirteen mi. No. of California City, route marked from city golf course. Field events Sat. Noon for trophies. First prize for Sunday's event — 15' Smuggler trailer or Camper. Many other prizes & fin. pins. Mail entry save $$$ 10624 Midway Ave., Cerritos, CA 90701. 213/924-2389.

## Saturday, Apr. 20

D-36 SCRAMBLES
Fremont Rcwy., Fremont, CA. All classes, no minis. $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

AMC MX
Carlsbad Rcwy., Carlsbad, CA. No mail entry, $5 post, $10 Ex. 40% brass same day, 100% Ex. p.b. Three 20-min. motos. Open 7:30 a.m., race 9. 714/532-3923. Non-members race $2 extra.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

HANDICAP DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

SHORT TRACK & TT — NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

R.A.C.E. MX
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

## Sunday, Apr. 21

125 MILE AMA

NATIONAL CHAMP. ENDURO
Polka Dots 49er, Foresthill, CA. Sil., spark arr., tag or off-road stickie rqd. No D-36 Enduro card, no ride. $8 pre-entry, $12 post. D-36 entry blank to Polka Dots M.C., 2412 Salix Way, Sacramento, CA. 93825. 916/WA5-4788 or 961-1394.

CMC SEMI-PRO MOTOCROSS
Lake Madera, Madera, CA. Hwy 99 to Cleveland Av. Exit & follow signs. 30% brass, 100% Sr. p.b., sil. rqd. Minis, also. Sign 7 a.m., race 9:30. 209/674-4042.

BOSS/CMC SEMI PRO MX
Plymouth Rcwy., Plymouth, CA. Site of Hangtown classic. $1200 purse., 30% Nov/Int. brass. Open 6:30 a.m. 415/796-0195.

NRA GP
Indian Dunes, CA. 805/259-8000 or 714/688-1291.

## April 27-28

I.S.D.T. QUALIFIER
Barstow, CA. Approx. 400 mi., 200 mi./day. Exper. riders only, no novice desert or "C" enduro, please. Shamrocks M.C. 744 Doan Dr., Burbank, CA 91506.

## Alphabet Soup

# BIGGIES

### 1974 AMA National Championships

| | | |
|---|---|---|
| 5/19 | M | San Jose, CA |
| 5/26 | HM | Denver, CO |
| 6/2 | RR | Gainesville, GA |
| 6/8 | HM | Louisville, KY |
| 6/16 | RR | Loudon, NH |
| 6/23 | HM | Columbus, OH |
| 7/7 | M | San Jose, CA |
| 7/13 | TT | Castle Rock, WA |
| 7/20 | TT | Gardena, CA |
| 7/28 | RR | Monterey, CA |
| 8/4 | HC | Muskegon, MI |
| 8/9 | ST | Hinsdale, IL |
| 8/11 | HM | Terre Haute, IN |
| 8/18 | TT | Peoria, IL |
| 8/24 | M | Indianapolis, IN |
| 9/1 | RR | Talladega, AL |
| 9/8 | M | Syracuse, NY |
| 9/20 | HM | Roosevelt, NY |
| 9/22 | HM | Toledo, OH |
| 9/29 | M | Albany, CA |
| 10/6 | RR | Ontario, CA |
| 10/12 | HM | Gardena, CA |

### 1974 AMA National MX Championships

| | |
|---|---|
| 3/31 | Moorpark, CA |
| 4/6-7 | Plymouth, CA |
| 4/21 | Washington, IN |
| 4/28 | Buchanan, MI |
| 5/5 | Morgantown, WV |
| 5/19 | Hamersville, OH |
| 5/25 | Wagaman, LA |
| 6/30 | Sonoma, CA |
| 7/7 | Baldwin, KS |
| 7/21 | Lexington, OH |
| 8/11 | Delta, OH |
| 8/18 | Mexico, NY |
| 8/25 | Hillsboro, OH |

### AMA 125cc National Motocross Series

| | |
|---|---|
| 4/6 | Plymouth, CA |
| 6/30 | Sonoma, CA |
| 7/7 | Baldwin, KS |
| 7/21 | Lexington, OH |
| 7/28 | World Cup Event Springville, NY |

### TransAtlantic Trophy Road Races (Anglo-American Match Races

| | |
|---|---|
| 4/12 | Brands Hatch |
| 4/14 | Mallory Park |
| 4/15 | Oulton Park |

### 1974 International Calendar

**500cc MX**

| | |
|---|---|
| 4/21 | Austria |
| 5/5 | France |
| 5/26 | Italy |
| 6/3 | Denmark |
| 6/9 | Czechoslavakia |
| 6/16 | W. Germany |
| 7/7 | Gr. Britain |
| 7/14 | U.S.A. |
| 7/28 | Holland |
| 8/4 | Belgium |
| 8/11 | Luxembourg |

**250cc MX**

| | |
|---|---|
| 4/7 | Spain |
| 4/21 | Italy |
| 5/5 | Czechoslavakia |
| 5/12 | Poland |
| 5/19 | Yugoslavia |
| 6/2 | Britain |
| 6/9 | W. Germany |
| 6/16 | Holland |
| 8/4 | Finland |
| 8/11 | Sweden |
| 8/25 | Switzerland |

**125cc MX**

| | |
|---|---|
| 4/14 | Italy |
| 4/21 | France |
| 4/28 | Switzerland |
| 5/1 | W. Germany |
| 5/19 | Belgium |
| 5/23 | Holland |
| 5/26 | Sweden |
| 6/2 | Finland |
| 6/9 | Yugoslavia |
| 6/16 | Poland |
| 6/23 | Austria |
| 6/30 | Czechoslavakia |
| 7/14 | Spain |
| 7/28 | U.S.A. |
| 8/26 | Britain |

**Trials**

| | |
|---|---|
| 2/24 | Belgium |
| 3/3 | Spain |
| 3/16 | Britain |
| 4/28 | France |
| 5/5 | Italy |
| 5/18-19 | Poland |
| 6/2 | W. Germany |
| 8/18 | Finland |
| 8/25 | Sweden |
| 9/22 | Czechoslavakia |
| 9/29 | Switzerland |

**FIM Formula 750**

| | |
|---|---|
| 4/7 | Italy |
| 5/26 | Spain |
| 7/21 | Sweden |
| 7/31 | Finland |
| 8/10-11 | Britain |
| 9/29 | W. Germany |
| 10/6 | U.S.A. |

**Road Racing**

| | |
|---|---|
| 4/21 | France |
| 4/27-28 | W. Germany |
| 5/5 | Austria |
| 5/19 | Italy |
| 6/1-7 | Isle of Man |
| 6/29 | Holland |
| 7/7 | Belgium |
| 7/20-21 | Sweden |
| 7/27-28 | Finland |
| 8/25 | Czechoslavakia |
| 9/8 | Yugoslavia |
| 9/22 | Spain |


BAKER TO VEGAS
LIMIT NOT FILLED
April 6
Post entry at race $12.00
Gas condition good at Baker & Vegas
$300. to 1st Overall
$200. to 2nd Overall
$100. to 3rd Overall
(Pie Plate winners OK here)
Plus $900. to 9 class winners
0-200 Nov-Am-Ex $100. ea
250 Nov-Am-Ex $100. ea
Open Nov-Am-Ex $100. ea
(No Pie Plate winners here)
20% trophies — Double DRA points
super finish pins — Entry limited 2000 riders
Same day membership processing $10 per year resident, $5 per year No. Calif. & out of state.
Mail $12 now with entry & 2 legal size 9½x4½ self addressed stamped envelopes to
DRA, P.O. Box 2605
California City, CA 93505
Info: 714-373-4647
Desert Racing is our Business
Attention desert riders, Desert Racing Association memberships now being accepted for 1974. Numbers and Membership. 1 year program, complete point system. Beginners through Expert. Specializing in desert races for desert riders. Apply to: P.O. Box 2605, California City, California 93505. For information call 714-373-4647.
The original DRA since 1971.


Keep those cards & letters coming


DRA Desert Racing Assoc. Presents
California City Grand Prix — 74
(the last of the real Grand Prixs)
SATURDAY, MAY 4: All Beg-PP-Mini & 3-Wheel (60 miles for Beg)
SUNDAY, MAY 5: All Nov-Am-Ex (80 miles Nov, 100 miles Am-Ex)
1/3 Desert, 1/3 Trails, 1/3 Asphalt
Race in Desert & through town
Dual DRA points.
Cash, 20% Trophies, Pins.
Classes for cash: 0-200, 250 & Open $700 in prize money.
Ex — $100 1st, $50 1st in 3 classes
Am — $80 1st, $40 1st in 3 classes
Nov — $60 1st, $30 1st in 3 classes
PLUS additional $100 to 1st Overall in Am-Ex
Membership not req'd, but must have current classification card, either Desert, MX, Scrambles, etc. Send photocopy or ride Pie-Plate Expert. DRA MEMBERSHIP, $12 per year, Immediate Processing. Entry: $10 DRA Members, $12 non-members. Mail entry with 2 stamped addressed envelopes to:
DRA — California City Grand Prix
P.O. Box 2605
Calif. City, CA 93505
Info: 714-346-9335

SUNDAY MX EVENTS
Beginners, Juniors, Intermediates, Seniors PLUS
Minicycle, Old Timers, and Powder Puff
Schedule of Coming Events
MARCH
31 — Indian Dunes
APRIL
7 — Vly. Cycle Pk.
14 — Indian Dunes
21 — Vly. Cycle Pk.
SILENCERS REQUIRED. Sportsman classes $5. mail, $10 post. Seniors $10. mail, $15 post. All entries must be received no later than Friday before each event. A.M.E. membership & 3 number plates required. Gates open 6:30 A.M., Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.



Trials and School
California Trials Association
Escape Country, Trabuco Canyon
April 7
P.O. Box 2023, Orange 92669
714-832-2770 after 5:00



INDIAN DUNES PARK
*600 acres — hills, streams, sand*
Family riding 7 days
7 a.m. 'til dark
Moto-X Races every Sunday
*2 miles west of Interst. 5 on Hwy 126 at Castaic*
(805) 259-8000

NOISE: The sound that kills the sight.


# FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

# RESULTS

**Motocross**
**Fly-N-Raceway**
**Thermal, Calif.**
**Mar. 17, 1974**
**by Mickey McManus**

| | |
|---|---|
| MINI BEG | |
| Mark Woods | Hon |
| Kenny McIntire | Hon |
| Scoot Sims | Yam |
| 100 BEG | |
| Joey McManus | Yam |
| David Smith | Yam |
| Danny Rood | Kaw |
| 100 NOV | |
| Robert Russell | Yam |
| Terry Raymond | Yam |
| 125 BEG | |
| Richard Shroyer | Hon |
| Lupe Cantu | Suz |
| Johnny McManus | Suz |
| 125 NOV | |
| Greg Gayler | Hon |
| Tom Bower | Yam |
| Kenny Strand | Suz |
| 250 BEG | |
| William Burkett | Hon |
| Ted Syvertson | Hon |
| Kirk Siqueiros | Yam |
| 250 NOV | |
| Lyle Shroyer | CZ |
| J. Kajrs | Hus |
| Ron Preston | Hon |
| 250 INT | |
| Marc Jones | Kaw |
| George Sanders | CZ |
| OPEN NOV | |
| Tom McNamara | CZ |
| Randy Reynolds | Suz |
| Scott Parks | Suz |
| OPEN INT | |
| Paul Kirby | CZ |
| George Sanders | CZ |

**SCRAMBLES**
**American Cyn. M.C.**
**Vallejo Spedwy.**
**Vallejo, Calif.**
**Mar. 15, 1974**
**by James Brammer**

| | |
|---|---|
| 50-60 NOV | |
| Keith Haisley | Yam |
| Darry Freadwell | Yam |
| 50-60 EX | |
| Mike Fruzen | Yam |
| 70-80 NOV | |
| Maury Brown | Hon |
| Doug Paber | Yam |
| 70-80 JR | |
| Tony Deatherage | Yam |
| Bryan McDowell | Yam |
| 70-80 EX | |
| Mike Fruzen | Cha |
| OPEN | |
| MINICYCLES | |
| Jones | — |
| Dennis Davis | Yam |
| 100 NOV | |
| Jim Banks | Yam |
| Scott Whitaker | Bul |
| Tom Robertson | Yam |
| 125 NOV | |
| Greg Hull | Hon |
| Jim Mertens | Yam |
| Rick Shafer | Suz |
| 125 JR/EX | |
| Jerry Willis | Pen |
| Gary Pietruskiewicz | Suz |
| Greg Van Dale | Suz |
| 200 NOV | |
| Tom Page | Bul |
| Scott Whitaker | Bul |
| Mike Retta | Suz |
| 250 NOV | |
| Walter Gardiner | Bul |
| Greg Howell | Hon |
| Roger Slack | Suz |
| 250 JR | |
| Brad Kotsaris | Yam |
| Mike Miller | Suz |
| Bob Stuscavage | Yam |
| 250 EX | |
| Kelly McIssac | Oss |
| Marlin Stewart | Bul |
| Bob Whitaker | Bul |
| 500 NOV | |
| Eddie Diaz | Yam |
| Jim Murdock | Yam |
| Roy Fisher | Yam |
| 500 JR | |
| Ron Sarver | Bul |
| Alan Posey | Yam |
| Bill Hardesity | Yam |
| 500 EX | |
| Allen Yarrow | Yam |
| Steve Eklund | Oss |
| Ron Kesler | Suz |
| 650 NOV | |
| Ross Putnam | Tri |
| 650 JR | |
| Tom Coleman | Yam |
| 650 EX | |
| Steve Young | Tri |

**Flat Track**
**& Half-mile**
**Corona Rcwy.**
**Corona, Calif.**
**Mar. 14, 1974**

| | |
|---|---|
| FLAT TRACK | |
| MINI COMB | |
| Jerry Jones | Hon |
| Jerry Renner | Suz |
| 100 NOV | |
| Tony Popp | Yam |
| Don Snyder | Yam |
| Charles Hart | Kaw |
| 100-125 AM/EX | |
| Mike Tidwell | YZ |
| Eddie Lawson | YZ |
| Rich Shook | Kaw |
| 125 NOV | |
| Gary Stadden | Yam |
| Bill Davis | Puc |
| Stan Kinsey | Yam |
| 175-200 COMB | |
| Hal Cheetwood | Bul |
| Randy Hoggard | Bul |
| Steve Stiemsma | Bul |
| 250 NOV | |
| Terry Stadden | Yam |
| John Wetzel | Bul |
| Jesse James | Mon |
| 250 AM | |
| Dewey Seaver | Yam |
| Bruce Reynolds | Bul |
| Don Remp | Yam |
| 250 EX | |
| Hal Cheetwood | Bul |
| Larry Collier | Kaw |
| Al Glover | Yam |
| OPEN NOV—AM | |
| Tim Melancon | Yam |
| Gary Stadden | Yam |
| Dennis Saterfield | Yam |
| OPEN EX | |
| Jim Wright | Bul |
| Denis Porter | H-D |
| Steve Okuda | Yam |
| HALF-MILE | |
| 100-125 NOV | |
| Ron Byars | Hon |
| Stan Kinsey | Yam |
| Tony Popp | Yam |
| 100-125 AM—EX | |
| Mike Tidwell | YZ |
| Eddie Lawson | YZ |
| Jim Beck | Kaw |
| 200-250 NOV | |
| Terry Statum | Yam |
| Brian Webb | Yam |
| Ken Renner | Yam |
| 250 AM | |
| Dewey Seaver | Yam |
| Don Remp | Yam |
| Tim Thibodeaux | Yam |
| 250 EX | |
| Robert Murray | Yam |
| Rod Sexton | Yam |
| Al Glover | Yam |
| OPEN NOV—AM | |
| Doug Douglas | Nor |
| John Matherson | Tri |
| Tim Melancon | Yam |
| 350-500 EX | |
| Jeff Cesmat | Yam |
| Jim Wright | Bul |
| Brian Tolson | Yam |
| OPEN EX | |
| Nick Voge | Yam |
| Paul Lambert | Yam |
| Denis Porter | H-D |

**Motocross**
**Escape Country**
**Trabuco Cyn., Calif.**
**Mar. 17, 1974**

| | |
|---|---|
| MINI NOV | |
| Mark Weaver | Yam |
| SUPER MINI 1st DAY | |
| Mark Leos | Yam |
| SUPER MINI BEG | |
| Mark Spraggins | Bar |
| John Miller | Hon |
| Peter Gomez | Hon |
| SUPER MINI NOV | |
| Mike Musson | Hon |
| Rick Taylor | Hon |
| Chris Cayo | Hon |
| SUPER MINI INT | |
| Bobby Quintin | Hon |
| Don VanTassel | Hon |
| 100 1st DAY | |
| Derek Vaughn | Yam |
| Gregory Miller | Yam |
| 100 BEG | |
| Dave Collins | Pen |
| Charlie Hjorth | Hon |
| 100 NOV | |
| Jon Hewitt | Yam |
| Mike Johnson | Yam |
| 125 1st DAY | |
| John Black | Yam |
| Jeff Lammers | Hon |
| Robert Delgado | Suz |
| 125 BEG | |
| Mike O'Neal | Suz |
| Jack Schewenlrand | Suz |
| Mike Williams | Suz |
| 125 NOV | |
| Steve Blazek | Suz |
| Berry McLellan | Suz |
| Danny Jean | Hon |
| 125 INT | |
| Scot Clifton | Hon |
| Mike Freeman | Hon |
| Mike Lyons | Yam |
| 125 EX | |
| Mike Perry | Pen |
| Marty Miller | Hon |
| 175 1st DAY | |
| David Honeycutt | Suz |
| 175 NOV | |
| Eddie Smith | Pen |
| 250 1st DAY | |
| Tom Conrad | Mai |
| John Knope | CZ |
| David Fielding | Yam |
| 250 BEG | |
| Chuck Lockett | Hon |
| John Gilbertson | Hon |
| Steve Castle | CZ |
| 250 NOV | |
| Tony DePhillips | Mai |
| Rob Mullender | Mai |
| Steve Nieto | Mai |
| 250 INT | |
| Gary Doleshal | CZ |
| Jim Peterson | Hon |
| Alan McCown | Suz |
| 250 EX | |
| John Hrynkiewica | Mai |
| Hal Strauss | CZ |
| Peter Maly | CZ |
| OPEN 1st DAY | |
| Dan Kline | Yam |
| Steve Ryan | Yam |
| OPEN BEG | |
| William Withers | Bul |
| OPEN NOV | |
| Ray St. Pierre | Yam |
| Steve Wilson | Hus |
| OPEN INT | |
| Greg Nieto | CZ |
| Dan Kosinski | Suz |
| OPEN EX | |
| David Boydstun | B |
| OLD TIMERS NOV | |
| Larry Logan | Ho |
| S.B. Michaels | Yam |
| Don Untch | Yam |
| OLD TIMERS AM | |
| Ken Williams | Yam |
| Samuel Jones | Mai |
| Paul Black | CZ |
| OLD TIMERS EX | |
| Don Withers | Mai |
| Charles Stravss | Mai |
| OLD TIMERS MAS | |
| J. L. Siebrandt | Gre |

**Trojan Minis**
**Trojan Spdwy.**
**South Gate, Calif.**
**Mar. 19, 1974**
**by Gloria Simmons**

| | |
|---|---|
| PEE WEE | |
| John Allred | Ind |
| Kristi Kossuth | Ind |
| Steve Love | Ind |
| 0-51 MINI | |
| Ronnie Eversole | Ind |
| Rudy Dickenson | Ind |
| Rex Smith | Tar |
| 0-61 MINICYCLE | |
| Mike Burton | Yam |
| Ronnie Eversole | Yam |
| Buddy Crisp | Yam |
| 0-81 11 & UNDER NOV | |
| Eddie Tafoya | Hon |
| Tracy Smith | Ind |
| Louis Kossuth | Ind |
| 0-81 EX | |
| 11 & UNDER | |
| Fred Armenta | Hon |
| Rex Smith | Hon |
| Eddie Glover | Hon |
| 0-81 NOV | |
| 12 & OVER | |
| Tony Cota | Hon |
| John Koogle | Hon |
| Debbie Hughes | Hon |
| 125 & OVER EX | |
| Ricky Simmons | Hon |
| Joey Tucci | Hon |
| FLAT TRACK | |
| Steve Moore | Hon |
| Ricky Smittle | Hon |
| John Burrows | Hon |

**Trojan TT &**
**Flat Track**
**South Gate, Calif.**
**Mar. 14, 1974**
**by Gloria Simmons**

| | |
|---|---|
| 100-125 TT JR | |
| Doug Davenport | Yam |
| Scott Cook | Hon |
| Robbie Wietgraven | Bul |
| 175-200 TT JR | |
| Tony Armenta | Hod |
| Albert Renz | Yam |
| Pat Egan | Hod |
| 100-125 TT SR | |
| Mike Minnig | Hod |
| Mike DePape | Yam |
| Wayne Rainey | Suz |
| 175-250 F. T. | |
| Tony Armenta | Hod |
| Peter Lewis | — |
| Mark Woody | Hod |
| 100-125 FLAT TRACK JR | |
| Doug Davenport | Yam |
| Robbie Weitgraven | Bul |
| Mike Minnig | Hod |

**Motocross**
**Sage Park**
**Ridgecrest, Calif.**
**Mar. 17, 1974**
**by C. Benton**

| | |
|---|---|
| MINI | |
| Allen Hopper | |
| John Sandquist | |
| 100 | |
| Ron Erwin | |
| Jeff Erickson | |
| 125 | |
| Randy Weiss | |
| Roger Clapp | |
| Greg Clapp | |
| OPEN | |
| Dean Perry | |
| Don Rager | |
| Ken Seaman | |

**Arizona Desert Rcwy.**
**Phoenix, Ariz.**
**Mar. 17, 1974**

| | |
|---|---|
| MINI BEG | |
| Troy Blake | |
| Jim Gunderson | |
| Brian Hudgins | |
| MINI NOV | |
| Jeff Yarbrough | |
| Buddy Dalke | |
| Jim Tully | |
| Pat Imbriale | |
| MINI AM | |
| Tim Johnson | |
| Danny Hankamer | |
| Steve Yarbrough | |
| MINI EX | |
| Chappie Blose | |
| 100 NOV | |
| Jim Pleasants | |
| Michael Blakely | |
| Bill Clucas | |
| 100 AM | |
| Mike Ilardo | |
| Gene Clark | |
| John Randel | |
| 125 BEG | |
| David Doyle | |

| | |
|---|---|
| Jeff Ehle | |
| Chris Fagenbush | |
| 125 NOV | |
| Jim Statt | |
| Travis Rackley | |
| Dennis Ballog | |
| 125 AM | |
| John Imbriale | |
| David Crawford | |
| Allen Womble | |
| 125 EX | |
| Mike Wharton | |
| TJ Warren | |
| Rick Calahan | |
| 250 BEG | |
| Mark Hedberg | |
| Randy Tirman | |
| Ed Oliver | |
| 250 NOV | |
| John Mann | |
| Tom Bruemmer | |
| Tom Erb | |
| 250 AM | |
| John McCurry | |
| Martin Haak | |
| Steve Ashton | |
| 250 EX | |
| Johnny Brown | |
| Bob Wharton | |
| Chuck Lampe | |
| OPEN BEG | |
| Frank Aliano | |
| Richard Menzel | |
| Bernie Harris | |
| OPEN NOV | |
| Bruce Bartlett | |
| Garry Conrad | |
| Richard Nolan | |
| OPEN AM | |
| Tom Hooker | |
| E.A. Nemecek | |
| Ed Zornes | |
| OPEN EX | |
| Barry Noblitt | |
| David Anderegg | |
| Al Macaraeg | |
| Craig McCann | |
| POWDER PUFF | |
| Vikki Brum | |
| Jennifer Morgan | |
| Dottie Frost | |
| YOUNG OLDIES | |
| Floyd Shalley | |
| James Womble | |
| Don Fuller | |
| OLD OLDIES | |
| Willie Ham | |
| Richard Brum | |
| Bob Gussie | |
| DAD'S RACE | |
| James Womble | |
| Floyd Shalley | |
| Dale Morgan | |

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**Motocross**
**Moreno Valley M.C.**
**De Anza Cycle Pk.**
**Sunnymead, Calif.**
**Mar. 16, 1974**
**by Rex Reese**

| | |
|---|---|
| MINI BEG | |
| Mike Taylor | Yam |
| Eric Collins | Hon |
| Vinnie D. Padova | Hon |
| 100 BEG | |
| Gene Larson | Yam |
| Kenny Larson | Yam |
| 125 BEG | |
| Pete Peterson | Hon |
| Marc Koller | Yam |
| Steve Loomis | Yam |
| 125 JR | |
| Vince Gonzales | Pen |
| 125 INT | |
| Tom Burt | Hon |
| 250 BEG | |
| Jimmy Isom | Yam |
| Gary Selby | Yam |
| Kim Walker | Hon |
| 250 JR | |
| Gary Peterson | CZ |
| Richard Akre | YZ |
| Dana Scott | Mon |
| 250 INT | |
| Steve Kirkland | CZ |
| E.J. Norris | CZ |
| OPEN BEG | |
| Bruno Freund | Yam |

# Route Check Blank

Gas pains gettin' to ya, booby? Wow, what a bummer. For **ABSOLUTELY NOTHING** we're going to help you get to school, work, or the **RACE.** Yeah, that's important, ya know? If you'd like to help your fellow biker and meet some neat people, put a listing in our column. Send your first name, your phone number, and the approximate places that you travel to and from and on what days of the week you do so.

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Area Code Phone Number

**1st Interscholastic Motocross on Pro Track Sunnyvale PAL Track Sunnyvale, Calif. Feb. 10, 1974 by Eric Roseme**

100
Danny Dobbins Yam
125 DIV I
Randy Neildon Pen
Greg Muscatel Yam
Toby Lansing Pen
125 DIV II
Eric Roseme Bul
Danny Dobbins Hon
Tim Oliver Hon
250
Pat Brown Yam
Len Macchiarella Hon
OPEN
Angie Zangrando Mai
Randy Neilson Pen

**TT Scrambles & Short Track Perris Rcwy. Perris, Calif. Mar. 17, 19174**

TT SCRAMBLES
MINI
Michael Sharp Tor
Marty Jamerson Hon
Jeff Moon Yam
100 NOV
Dorothy Rowe Yam
Jon Waples Kaw
Danny Perkins Yam
125 NOV
Vince Landry Yam
Ray Schultz Yam
Richard Clubb Mai
125cc
Steve Lyons Hon
Steve Woskoski Yam
Steve Miller Suz
250 NOV
John Wetzel Bul
Ken Renner Yam
Dewey Seaver Yam
250 NOV
Terry Statum Yam
John Ashton Yam
Richard Beck Yam
250 AM/EX
Dan McWhorter Mon
Michael Beck Bul
Rich Barnes Hon
NOV MOTO
Fred Scurlock Mai
Ken Brewster Suz
Jim Redding CZ
AM/EX MOTO
Paul Lambert Yam
Rex Hailey Yam
Terry Griner Yam
SHORT TRACK
MINI & 100
Dorothy Rowe Yam
Dylan Neihart Yam
Michael Sharp Tor
125cc
Joe Monohan Yam
Steve Miller Suz
Ray Schultz Yam
250cc
Terry Statum Yam
Don Rockwood Mon
Jesse James Mon
250cc
Dan McWhorter Mon
Don Frauenberger Yam
Rex Hailey Yam
350 & UP
Paul Lambert Yam
Steve Nicals Yam
Ten Gransberg Hon

**Elsinore Rcwy. Elsinore, Calif. Mar. 16, 1974**

MINI NOV
Stan Kinsiz Kaw
Tommy Norris Ind
MINI AM
Greg Faulkner Suz
100 NOV
Peter Wanket —
David Leach Kaw
Dan Smith Pen
125 NOV
Steve Blackman Yam
Mike Bird Yam
Tony Wanket Hon
250 NOV
Gary Smith Yam
Del Graves —
Byron Krewek CZ
125 BEG
Terry Fulton Yam
Kevin Hoffman Mon
SPEC NOV
Jim Summers Yam
Mike Lenfers Yam
500 OPEN NOV
Lon Strom Tri
Marty MacLean Yam
100 AM/EX
Mark Prescot YZ
Randy Bird Kaw
100/175/250 BEG
Jack Newman Hon
Charles Oswald Kaw
250 AM
Bill Carpender Yam
Jim Summers Yam
500 OPEN EX
Rod Sexton Yam
Keith Moss Yam
SPEC EX
Rod Sexton Yam
Dennis Junker Tri
SWEEPS
Mark Prescott —

**H.R.A. TT & Half-mile 395 Cycle Park Adelanto, Calif. Mar. 17, 1974**

TT
100 NOV
Scott Walker Kaw
John Evans Kaw
Thomas Walker Kaw
125 NOV TT
Mark Wyatt Yam
Steve Gordon Hon
Craig Dale Kaw
250 NOV TT
Bob Lein Yam
Robert Emphasis Yam
David Helwig Yam
500 NOV TT
Eric Gordon Yam
Albert Renz Yam
Terry Whytal Bul
OPEN NOV TT
Rick Waldron Tri
Dana Anderson Tri
Alfred Hammock Suz
125/250 AM/EX
Al Glover Yam
Rip Sweaney Yam
Donnie Curd Bul
OPEN AM
Lonnie Martin Tri
Gordon Moore Tri
OPEN EX
Ron Powell Tri
Mike Laney Yam
Art Carter Tri
NOV
Marty Aragon Nov
Phillip Privett Tri
Peter York Hon
MINI
Steve Henson Hon
David Villameva Yam
Ronnie Lamb Bri
SWEEPS
Bob Lein Yam
HALF-MILE
100 NOV
John Evans Kaw
Thomas Walker Kaw
Bobby Bouck Yam
125 NOV
Craig Dale Yam
Albert Renz Yam
250 NOV
Robert Emphasis Yam
Bob Lein Yam
Curtis Coakley Yam
OPEN NOV
Rick Waldron Tri
Pat Gordon Tri
Dana Anderson Tri
125/250 AM/EX
Al Glover Yam
Rip Sweaney Bul
Brian Coakley Yam
500 AM
Lynn Richardson Bul
Steve Simpson Bul
Lonnie Martin Tri
OPEN EX
Ron Powell Tri
Mike Laney Yam
Jeff Cesmat Yam
PRO PAY-BACK
100%
Mike Laney Yam
Ron Powell Tri
Art Carter Tri

**CRC Motocross Valley Cycle Pk. Moorpark, Calif. Mar. 10, 1974 by The Shadow**

60 MINI
Glen Licon Mnk
Tony Barbacovi Yam
Renee Baker Yam
80 BEG
Kavin Bowden Ind
John Boykin Hon
David Lombard Hon
80 MINI NOV
Kent Bernstein Suz
Todd Hubert Hon
Donnie Simington Hon
80 MINI ADV
Andy Northrup Hon
Bobby Gonzales Hon
Keith Baker Hon
100 MINI
John Forsythe Hon
100 P.P.
Sue Fish Hod
Thelma Lou Hod
Leslie Murdock Yam
125 P.P.
Sandy Gonzales Hon
Kim Herbert Hon
Denis Duncan Yam
175-200 P.P.
Karen Abbott Suz
Kristen Kuhn CZ
100 BEG
Jim Burke Pen
Ton Samuelson Kaw
100 BEG UNDER 16
Charlie McRoberts Hod
John Wilgus Yam
Ronnie Strauss Hod
100 NOV
Angelo Barbera Pen
Bill Murdock Yam
Tony Porto Yam
100 NOV UNDER 16
Eric Moll Yam
Richard Goodman Sac
OLD TIMERS CLUB
NOV
S. B. Michaels
Jim Hayes
Art Batts
AM
Paul Black
Steve Pyle
Ken Williams
125 BEG
Mike Lendt CZ
Kevin Gansz Hon
Jon Paulson Yam
125 BEG UNDER 16
Robert Kershaw Suz
Sam McRoberts Hon
Tom Bergin Hon
OLD TIMERS CLUB
EX
Joe Pearson
Orie Cole
Chas Strauss
MASTER
Bill Todd
John Siebrandt
Gene Fox
125 NOV
Scott Wolford Suz
Rick Park Hus
Mark Costahaude Hon
125 NOV UNDER 16
Jeff Moll Hon
Danny Burgess Suz
Ron Hornaday Suz
250 BEG
Al Ross CZ
Steve Erieg Suz
Glenn Grosh Hon
250 BEG UNDER 16
Roger Featherston CZ
Leo Tidwell Hon
250 NOV
Chris Young Mai
Gene Maple Hon
Bob Ridgway CZ
OPEN BEG
Walt Bird Yam
Jim Duffy Mai
Ron Finley Hus
OPEN BEG UNDER 16
Roger Nurnberger CZ
Brian Amez Yam
OPEN NOV
Alan Olson Mai
Tom Webb CZ
Danny Ferreira Mai
125 VET
Dave Turnquist Suz
250 VET
Bill Mitchell Oss
Peter L. Sasala Bul
Chuck Ramsey Yam
OPEN BET
Marvin L. Olson Mai
125 INT
Richard See Hon
Robert Ramsey Hon
250 INT
Rufus Kerr Hon
Charlie Angell Hus
Glenn Matsumoto Hon
OPEN INT
Glenn Ewing Gre
Bruce Slingerland CZ
125 EX
Pug Ferreira Pen
Greg Robertson Ric
250 EX
Hal Strauss CZ
Jef Harriott YZ
Gary Knieper Ric
OPEN EX
Larry Burgess CZ
Kent Reed CZ

**P.I.T.S. Trial Murderers' Gulch, CA Feb. 24, 1974 by Joe Bogums**

EX
Steve Darrow 32
Robert Tyson 36
Derek Belvior 87
AM
Wayne Condit 100
Joe Masculine 104
Darwin Smith 112
NOV A
Hawley Slaton 95
Don Mitchell 102
Lin Mulford 103
NOV B
Tony Wright 21
Emil Muhleback 34
Dean Smith 50

**Motocross Escape Country Trabuco Cyn., Calif. Mar. 16, 1974**

MINI 1st DAY
Patrick Maher Hon
MINI NOV
Johnny Morris Ind
SUPER MINI BEG
Glenn Norkus Yam
SUPER MINI NOV
Sam Wille Hon
SUPER MINI I T
Don VanTassel Hon
100 1st DAY
John Underhill Yam
100 NOV
Gary Pendleton Yam
Jim Rice Yam
125 1st DAY
Frank Derosa Suz
Karl Schluetor Yam
125 BEG
Rick Rasnusson Hus
Ed Fairfield Hon
Brian Chunn Pen
Randy Skinner Hon
125 NOV
Marty Morris Bul
Andy Loper Hon
David Bush Hon
125 INT
Alan Smith Hon
125 EX
Michael Goldin Hon
175 INT
Kelly Walker Suz
250 1st DAY
Rob Lervold Yam
Bob Rich Hon
Terry Kirkland Suz
250 BEG
Steve Miller Pen
Russ Christensen Hus
Jesus Pedroza Hon
250 NOV
Robert Faulks, Jr.. Yam
Wayne Knowles Bul
250 INT
Jim Snyder Hon
250 EX
John Potter Bul
OPEN 1st DAY
Steve Perez Mai
OPEN BEG
Steve Costello Suz
OPEN NOV
Glen Palmer CZ
Rick Dorsey Bul
OPEN INT
Dan Kosinski Suz

**NRA Motocross Indian Dunes Pk. Valencia, Calif. Mar. 17, 1974 by The Shadow**

80 MINI BEG
Jerry Castellano Hon
Robert Hill Hon
80 MINI NOV
Kent Myers Hon
Michael Estes Yam
80 MINI ADV
Jerry Little Hon
60 MINI
Tony Barbacovi Yam
100 MINI
Mike Brown Ind
POWDER PUFF
Kim Herbert Hon
Sandy Gonzales Hon
Dolly Hays Pen
100 BEG
Jim Hall Yam
Tom Flynn Yam
Ron Mortensen Hod
100 JR
Mike Brown Pen
Mike McClain DKW
125 BEG DIV II
Mike Lendt CZ
Vince Matranga Suz
Kelly Swain Bul
125 BEG DIV I
Dean Kako Hon
Sandy Ross Hon
Skeeter Marks Suz
125 JR
Rod Rollins Bul
David Field Hon
George Viens Mon
250 BEG
Dwight Strayer CZ
Rick Diedrick Bul
Greg Eisner Hon
250 JR
Mike Webb YZ
Chris Shaw Hus
Tom DeGoey Bul
OPEN BEG
Sam Torres Yam
Ron Miller Mai
Robert Melugin Suz
VETS
Joe Phillips CZ
OPEN JR
Danny Ferreira Mai
Mark Kiel Mai
Lloyd Boland CZ
125 INT
John Oswald Hon
Rich Kawana Hon
Tom Barnett Hon
250 INT
Javier Garcia Mai
Garen Phillips CZ
Vic Curti Hus
125 EX
Victor Triepks Mnk
Ron Palmer Hon
Pug Ferreira Pen
250 EX
Larry Watkins Ric
Roger Ketelsleger Mai
Tom Grant YZ
OPEN EX
Dan Barnes CZ
Wayne Brown Mai
Mark Cavoretto Mai

**CRC Motocross Indian Dunes Pk. Valencia, Calif. Mar. 8, 1974 by The Shadow**

MINI
Eddie Fuller Hon
Craig Van Cleve Kaw
100 MINI
Bobby Jones Hon
Matt Waters Yam
125 BEG
Jim Rollins Hon
Duane March Yam
125 NOV
Joe Gregorio Hon
Tony Jordan Suz
250 BEG
Brad Denham Yam
250 NOV
Art Dart CZ
Manny Angulo CZ
OPEN BEG
Tom Stone Suz
250 INT
Conrad Weber CZ
125 EX
Keith Ludwig DKW
Steve Miranda Suz
250 EX
David Dick CZ
OPEN EX
Calvin Weber BTS
Larry Shaw Yam

**Trials Int'l. Trials Assoc. Saddleback Park Mar. 10, 1974**

AMATEUR
Jerry Wiencek Bul
Brian McDonald Bul
Gaetan Carrette Bul
NOVICE
Paul Williams Bul
Karl Anderson Mon
Steve Morgan Mon
Jerry Box Hon
BEGINNER
Dennis Gilmore Bul
Gil Smith Oss
Bob Graff Bul

**Atlantis TT Garden Grove, Calif. Mar. 17, 1974 by Larry Lepley**

PEE WEE STOCK
M. Legere Ind
J. Nutter Ind
R. Smith Ind
PEE WEE MOD
T. Taylor Ind
B. Kvande Ind
K. Murray Ind
1-5 hp MINI
P. Denis Ind
A. Allan Hon
B. Kelly Hon
60 STOCK
6-8 YRS
P. Denis Yam
Darren Hulbert Yam
W.L. Snydal Yam
50 STOCK
S. Heit Mr
D. Kohler Ind
R. Legere Ind
80 STOCK
6-8 YRS
P. Denis Hon
W. Kelly Hon
W.L. Snydal YZ
60 STOCK
9-11 YRS
J. Lepley Yam
S. Michaels Yam
R. Denis Yam
80 STOCK
9-11 YRS NOV
J. Vandel Hon
D. Sheets YZ
R. Denis YZ
80 STOCK
9-11 YRS ADV
K. Stephenson Hon
Rich Wrobel Hon
G. Ontiveros Hon
80 STOCK
12-16 YRS
S. McConnell Hon
J. Polizzi Hon
B. Gutierrez Ind
60 MOD
12-16 YRS
D. Kerr Yam
G. Fountain Yam
S. Lepley Yam
80 MOD
9-11 YRS
R. Hoffman Hon
Rich Wrobel Hon
B. Jones Hon
80 MOD
12 -16 YRS
S. McConnell Hon
M. Miller Hon
R. Hickamn Hon
POWDER PUFF
V. Robledo YZ
S. Lepley Yam
D. Michaels Yam
STOCK TROPHY
S. McConnell
MOD TROPHY DASH
S. McConnell

# ROUTE CHECK

**Get in on the van pool — for Race Day**

### Going to I.S.D.T. Qualifiers
Plan to ride Fort Hood (March 31); also Oregon, Wash. and Shamrocks Qualifiers. Have room in van for two more bikes & riders. Arrangements flexible. Also D-37 enduros. John (213) 881-1467. (8/4x)

### Santa Ana to District 37 Races
Prairie Dogs M.C. Leave early Sunday, return Sunday — share ride & expenses. (714) 838-5694. (8/4x)

### Orange City Area to Baja Mexico
In my Chevy van on weekends. Need one dependable bike and biker that can stand 300-600 miles fun rides with same. Bruce (714) 638-2611. (8/4x)

### Santa Monica to Ontario
Need trailer — van space to share with others who run in AFM & CMC road races. Will share expenses. Hermin (213) 828-2414 between 8 a.m.-10 a.m. or 2 p.m.-4 p.m. weekdays. (8/4x)

### No. Hollywood to CMC events!
Saddleback & Carlsbad. Every weekend. I have a van & can hold 2 other bikes. Split gas 3 ways. Call Michael at (213) 769-7753 or (213) 769-7760. (11/2x)

### Going to Trans-AMA Motocross
No. Hollywood to Livermore on 5-5-74 and Santa Maria on 4-14-74. Phoenix on 3-24-74. I have a van & can hold 2 other bikes. Split gas 3 ways. Call Michael at (213) 769-7753 or (213) 769-7760. (11/4x)

### Sylmar to Torrance
Monday-Friday. Leave Sylmar 6:15 a.m. arrive Torrance 7:15 a.m. Leave Torrance 4:00 p.m., arrive Sylmar 5:00 p.m. Cheri (213) 367-1722. (11/2x)

### Santa Monica to Desert
Race DRA and some Moto-X — my truck or your's. Share expenses. From Santa Monica, Venice or Culver City area. Call Bill after 5 p.m. (213) 397-0934. (12/3x)

### South Bay to Wilshire
Aviation and Manhattan Beach Blvds. to Wilshire and Western. I work 8 a.m. to 5 p.m. Mon. thru Fri. Let's save that gas for the desert. (213) 379-2304 Dennis. (10/4x)

### Hermosa Beach to Local MX Races
250 Novice CZ rider needs ride to Indian Dunes, Saddleback, etc. every weekend. Your choice. Rick (213) 372-6796. (10/3x)

### Phoenix Girls to Desert
I have a Chevy P/U, 250 Husqvarna and ride desert every weekend. Desert race OK too. Share expenses. Betty (602) 992-0835. (10/4x)

### Desert Center or Indio Area
To District 37 races. Split the expenses. Call (714) 879-9262 before 3 p.m. Jim. (10/4x)

### San Fernando Valley to Hangtown
April 7th, leaving the 6th afternoon. I have a van and can take 2 other bikes & people. Split gas 3-ways. IT'S CHEAP. (213) 769-7753 or 769-7760. Michael. (10/4x)

### Seal Beach — North Long Beach
Nothing beats bench racing in the dark — especially on the way to work. About 8-4 on school days. Betcha' I've crashed and burnt more on my Elsinore than you have. (213) 598-5686 Chuck. (10/3x)

### Long Beach to Los Angeles
Mon. thru Friday. Leave my place at 7 a.m., go back around San Diego & 405 fwys. to Santa Monica & Harbor fwys. LA Trade-Tech College. Kevin (213) 431-6996. (11/2x)

### S.F. Valley to Enduros
I have a super van, a 250 Husky, and I ride lots of enduors. I'm looking for people to share a riding number, a ride, or gas. I ride an occasional G.P. and desert race too . . . for fun. John (213) 880-5011. (11/2x)

### From Orange County Area
Have room for 1 bike and rider, from the Orange County area, to the Mojave twice a month. Desert race and/or cow-trail. Leave Friday or Saturday and return Sunday evening. Split expenses. Female preferred but not mandatory. Ha. Call Bill (714) 559-3968 days. (11/2x)

### S.F. Valley to Desert (On Any Sunday)
I race desert; all DRA, most D-37 events. Need 1 or 2 gas partners. Own late air cond. 4WD pickup. Share gas or alternate rides. I prepare my bike and don't crash; you won't spend Sunday afternoons towing me in or hauling me out. (213) 360-6108. (11/2x)

### Cypress to Saddleback or ?
I ride a 250 Suzuki and have a truck. On Sunday I'm game for any place to ride. Just give me a call at: (714) 828-1288, Jerrel. (11/2x)

### San Diego to Hangtown MX
Need a ride to Hangtown MX (Plymouth, CA.) April 6 & 7. Would like to leave Thursday or Friday before. Will help with gas. No bike, just a ride. Barry (714) 582-3194. (11/3x)

### Lakewood To All District 37
desert races. Can take 3 riders and 3 bikes in super van. Split gas expense. Usually leave early and return early. I don't break down. Greg (213) 866-8604. (11/4x)

### Glendale to Local MX Races
Super Rat rider needs ride to Indian Dunes, Saddleback, Orange County, etc. . . . every Sunday. You name it. Dave (213) 244-0278. (12/2x)

**Remember: Route Check is a free service for Cycle News readers.**

MIKE PLUNKETT presents
the OPENING
1974 MX nationals
at BAYMARE CYCLE PARK
Moorpark, Cal.
Featuring 250cc and 500cc pros!

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SEE more than 90 TOP PROS including all the factory teams!

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Mike Runyard
Jim Weinert
Daniel LaPorte
Richard Franklin
Bruce McDougal
Eddie Cole
Mitch Mayes
Jeffrey Vidic
Marty Tripes
Billy Payne
Tim Hart
Bill Cook
Chuck Bower
Gary Jones
Rich Thorwaldson
Peter Lamppu
Bob Grossi
Gary Chaplin
Rich Eierstedt
Tony Wynn
Terry Clark
Bruce Baron
Al Baker
Bill Grossi
Bryar Holcomb
Ron Pomeroy
Gaylon Mosier
Jim O'Neal
Randall Berkeley, Jr.
Terry Bilton
Kenneth Zahrt
David Messer
Gary Semics
Anthony DiStefano
Mark Blackwell
Bill Clements
Rex Staten
Mike Hartwig
Lars Larsson
Tom Rapp
Andy Baines

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SOFT DRINKS! HOT DOGS!
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BAYMARE CYCLE PARK

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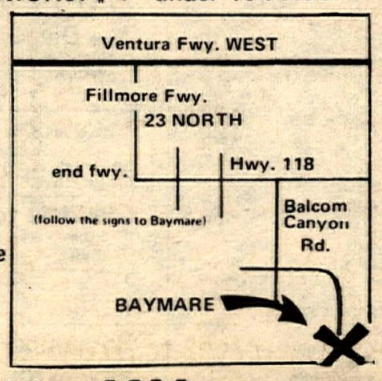
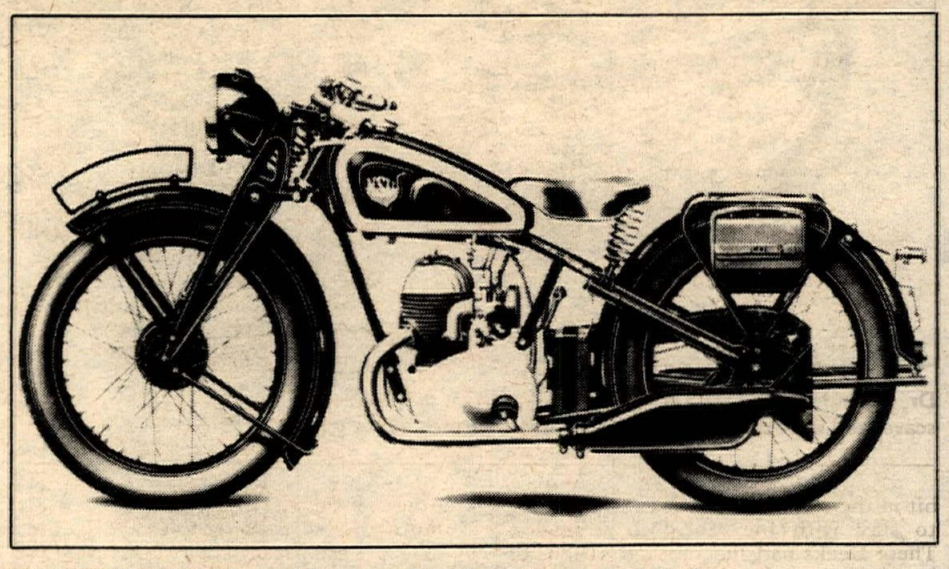
SEE the action as the top riders battle the famed "BANZAI HILL"

No overnight camping




Sanctioned by AMA

# How the two-stroke engine got fast

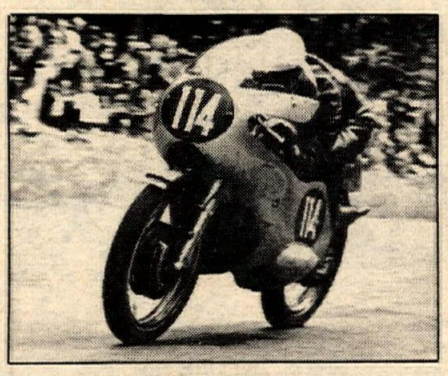


This 1935 NSU 200cc model was typical of two-strokes before the war. The NSU was a cheap utility model with an inferior performance.

By Geoffrey Wood

In the history of two-stroke engine design there are several especially significant innovations that are responsible for the current dominance of two-strokes in both racing and roadster use. One of these is the loop scavenging principle invented by Dr. Schurle at the DKW factory in 1934, and the second was the more gradual evolution of the expansion chamber exhaust system by Walter Kaaden at the MZ factory in the middle 1950s.

Without these two engineering advances, the two-stroke would still be just what it was until these ideas came along – a low powered and unreliable engine used to power inexpensive utility machines. Despite being invented by Sir Dugald Clark in England in 1881, the two-stroke engine had not been developed as much as the more complex four-stroke design, so that by the early 1930s it was very much a laughing matter in all of motorcycledom. Almost all.



In the late 1950s the East German MZ two-strokes won many GP races with their fast 125 and 250cc models. These bikes used a perfected expansion-box exhaust system.

There were several men who believed there was a future for the more simple two-stroke engine. One of these was Dr. Schnurle at the DKW works in Germany – a firm that was trying to develop a two-stroke Grand Prix bike that would be competitive. The problem back then with the two-stroke was that it was neither fast nor reliable. The lack of speed was due to too much fuel being lost out the exhaust port, and the lack of reliability was due to the raised piston crown that was used in an effort to prevent the incoming fuel charge from traveling straight out the exhaust port.

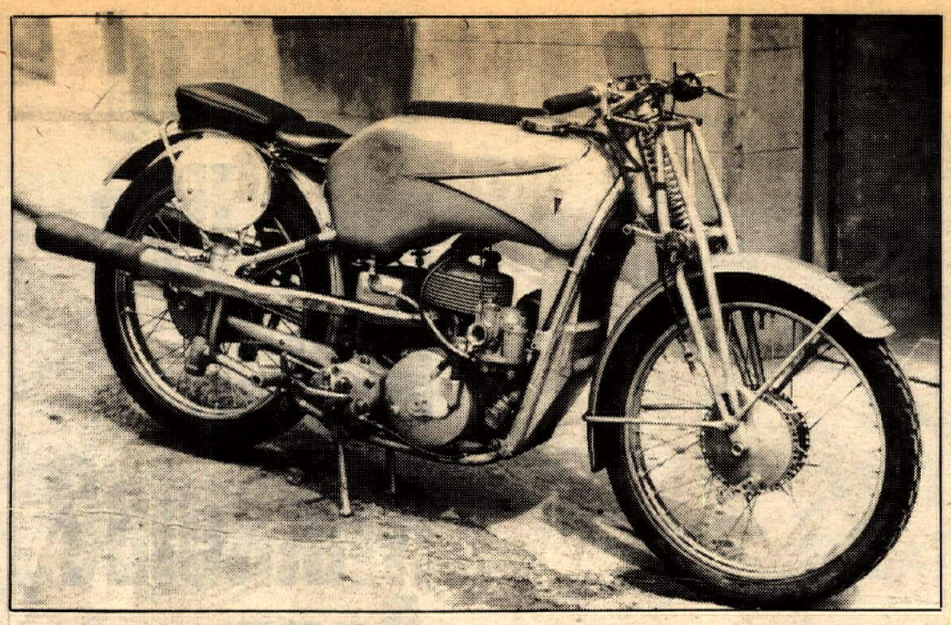
DKW found that the piston would always seize during a long, hard race, since the distorted piston shape expanded unevenly and expanded so much that a seizure was inevitable. In an effort to solve this thorny problem, Dr. Schnurle labored long and hard. He was finally successful in 1934 when he devised the loop scavenging theory, and this idea must surely rate as the most significant improvement for the two-stroke in its entire history.

In Dr. Schnurle's engine, the transfer ports were moved from their location at the rear of the cylinder to the front walls. They were also inclined upwards, so that the port shape, rather than piston shape, controlled the internal flow of the incoming fuel charge. The piston crown could then be left nearly flat.

This design had the advantage that the cool incoming fuel-air charge crossing the piston crown would cool it, and the evenly shaped piston expanded uniformly so thus would not be as apt to seize. The incoming fuel charge then traveled up the back wall of the cylinder and looped over the top, to continue its travel down the front wall to pass out the exhaust port.

In 1934, DKW fielded a new 250cc road racer featuring this loop scavenging design, but it was not until 1935 that they achieved success. Arthur Geiss won the 250cc European Championship that year with a water-cooled split-single that developed 25 HP at 4400 RPM. In 1936, he returned with an even faster model producing 30 HP at 6000 RPM. The new Deek used a rotary inlet valve in place of the earlier reed valve, but it retained a piston-type supercharger. The pre-war DKWs dominated the 250cc class, and in 1939 they came within a whisker of defeating the fast Velocette four-strokes which had a larger 350cc engine with overhead cam. In 1939 the piston compressor was dropped in favor of an eccentric vane supercharger. This boosted power to 40 and 56 HP on the two models.

Supercharging was outlawed by the F.I.M. after the war, and the two-stroke was relegated back to being an also-ran until the middle 1950s when DKW *again* returned with an exotic racer. This one was a 350cc "three" that was very fast – 145 MPH – but the bike lacked a wee



**Dr. Schnurle made the two-stroke competitive in 1935 with loop-scavenged split-singles. This 1939 model features water cooling.**

bit in the way of reliability and handling to stay with the Moto Guzzi singles. These Deeks had the first indications of an expansion chamber exhaust system, but they were developed more through trial and error than any scientific calculation.

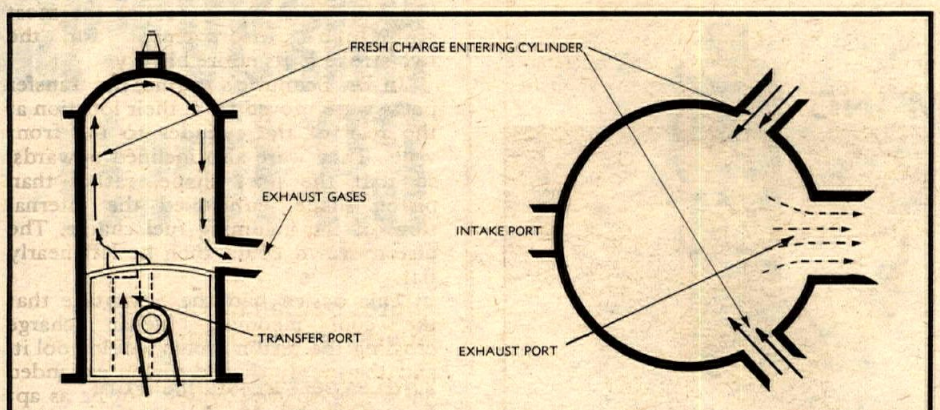
Walter Kaaden was the man who really got the tuned exhaust theory for two-strokes on the road to success when he designed the first true expansion chambers that helped the 125 and 250cc MZs to many GP wins. Kaaden found that he could take advantage of the sound and pressure waves inherent in the exhaust system to increase the power output over a narrow RPM range.

The idea was to use the pressure depression, or vacuum, in the exhaust system to help pull the incoming fuel charge from the transfer ports into the cylinder. He discovered that he could also use a negative pressure wave to push the escaping fuel charge back into the cylinder late in the intake cycle. This worked only over a narrow rev range in his road racers, but the power output took a great jump. Subsequent research revealed that a properly designed exhaust system could be tuned for just about any rev range or type of performance desired; for trials, motocross, or roadster use.

This significant invention put the two-stroke in the winner's circle once again, and expansion chamber exhausts soon began to appear on motocross bikes and even trials models. Roadster application came last, but today all two-strokes have a very carefully designed exhaust system that provides performance to match the intended use of the bike.

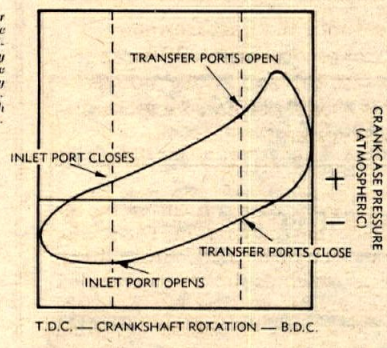
Walter Kaaden then perfected the idea of a third transfer port in the skirt of the piston, which was originally thought of as a means to get extra lubrication to the wrist pin bearing. Another power increase resulted, but the tiny MZ concern lacked the finances to fully develop their ideas in competition on race courses to gain the World Championship they deserved, based on their engineering advances.

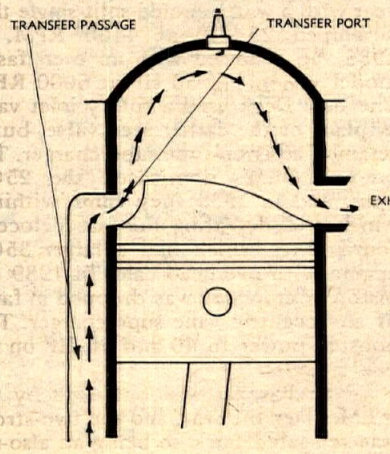
These two inventions, loop scavenging and the expansion chamber, are still the most significant innovations in the entire history of the two-stroke. With them we have a winner, and without them we would still have noisy, low power, unreliable engines for utility vehicles. ●

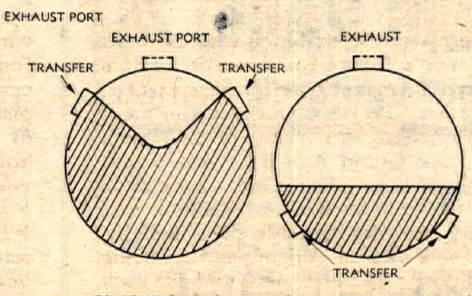



*THE Schnürle system of loop scavenging is shown, both side view and top view. The directional control of the fuel flow is by the transfer port location and angle. Not only is a great gain in horsepower obtained, but the carbon formation on the combustion chamber is much less.*

*TYPICAL crankcase pressure diagram for a two-stroke, piston port engine. With use of rotary valve it is possible to obtain maximum use of crankcase vacuum to fully charge the case with fuel, as timing can be independent of engine's cycle. With a rotary valve the above piston port controlled engine could be timed to open intake much sooner to take greater advantage of crankcase depression.*

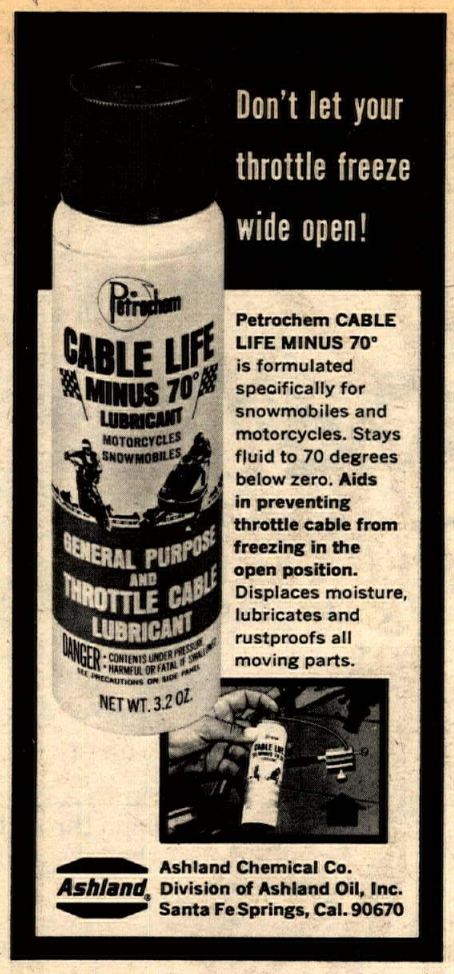



*OLD method of controlling fuel flow was deflector on piston crown. In this type of engine carbon formation was always substantial, and spark plug fouling was common.*

*DIAGRAM shows advantage of loop scavenging for piston cooling (left) compared to old system of having transfer port on intake side and using deflector piston to move fuel flow upward so it would not travel out exhaust port.*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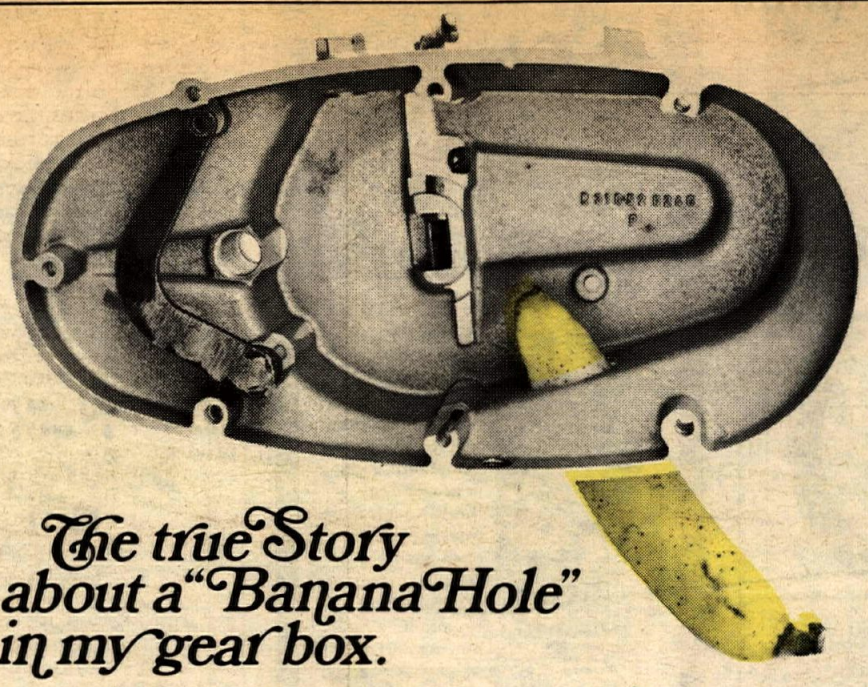


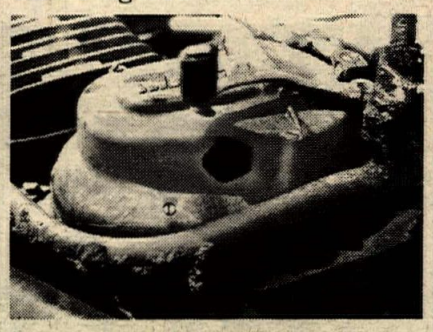
## The true Story about a "Banana Hole" in my gear box.

"I never really thought much about whether my gear case oil was doing a job for me. I changed it after just about every race and that was about it.

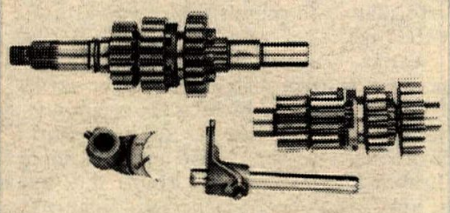
"There was one time though when I was forced to think about gear oil. I was running in the first of two 20 minute motos when I began to have trouble shifting. I noticed a streak of oil on a berm but didn't really think about it much. I missed shift after shift but lucked out and finished first.

"At the start of the second moto I couldn't get into gear and was left at the line. I finally managed to get moving and worked my way up to third and then crashed on the last lap. When I went to pick up my bike I saw a hole in the gear case large enough to stick a banana through and I realized that the oil streak I saw was mine.

"When I took apart the gear case I figured I would find 175



bucks worth of junk, but it didn't happen. Everything was perfect, the bearings, shifting forks, spindles, everything. There wasn't even any sign of blueing. Now I thought that was pretty good since I ran for about 30 minutes without oil. I use Electro Moly '21' Gear Oil. I never thought much about it before, and I probably won't think much



about it again, until I punch another banana hole in my gear case."

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# Want to ride like Heikki Mikkola? Arne Kring? Brad Lackey? You need a 400 Husqvarna CR first!

**Photos by Dan McCue, John Huetter & Lane Campbell**

**With expert assistance from Russ Darnell, Mr. Moto XR**

The Swedes do things in very prescribed, almost precise, ways. It is part of their national character that there is a "correct" method for doing just about everything in their lives from sports to sex. Most institutions and industrial products, even the houses and interior decoration that visually characterize the spare, Nordic temperament, are designed to a single purpose and that's the way you're supposed to use them. Period.

When it comes to designing and building a motorcycle, particularly a racing motorcycle, their approach is no different. Rolf Tibblin who, in case you hadn't noticed, is Swedish, maintains that even off-road racing is a collection of scientifically reducible techniques that can be learned and studiously applied to achieve success. The vehicle for applying these "correct" methods of riding again, according to Swedish design intent, is the Husqvarna motocross machine.

It is a very demanding, serious racer that to be ridden successfully at all requires that you ride it correctly – in the Swedish manner of motocross. This


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was so true in the past that many people found they could not get along with a Husky under any circumstances. They could not ride it the way it had to be ridden. It was, and to a lesser extent, still is an angular, extremely precise machine. There is no room for slop built into it and sloppy riders didn't find it very tolerant. This will, in turn, make them unhappy.

The latest Husqvarnas, with the MK frame, have changed significantly. Now, riders and racers other than stone Husky freaks can ride it and learn to ride the Swedish way – the correct way. All those fair-haired, blue-eyed motocross World Champions can't be wrong.

The new 400 Husqvarna with the close ratio five-speed transmission for motocross has better suspension, is faster, and will actually turn on the proverbial dime – or kroner. That capsule summary is what the 400 Husky is about, but the details are worth paying attention to.

The engine placement is still high by standards of current motocross design; this is accentuated by the high, flat black pipe that has a too-heavy silencer built in and still emits the distinctive raspy bark that spells "Husqvarna" whenever you hear it. There is a lot of ground clearance. The engine is moved forward that magic amount that makes mounting the gas cap and flicking the bars down in a turn work to get around quickly.

Internal port matching is improved and engine noise has been decreased considerably by redesigning the transmission-clutch assembly to reduce internal lash. At the same time, the infamous Husky vibration has been lessened considerably.

The standard left-side shifter features long throws (which we like) and faultless engagement. The Husqvarna was originally designed with long throws and stiff engagement so that the shift lever could get completely buried in making turns on the deep, sand tracks in Europe without popping out of gear. The engagement is no longer stiff but it still goes into gears perfectly and won't pop out.

First is tall – appropriate for starts on muddy, or deep loamy tracks. The rest of the ratios seem right. They are progressive, make it easy to keep the engine humming and fifth is entirely usable.

We had a chronic problem with the clutch nut backing off and preventing clutch disengagement. The nut needs to be impact driven and Loc-tited to stay. But you only use the clutch once in most races.

Guy Louis who, appropriately enough, runs Guy Louis Motorcycles and happens to be both Cycle News' friendly neighborhood bike shop and sets up some bad 400 Huskies did his "dealer prep" number on our CR400. His mods to the stock bike received from Husqvarna Motor Corp. included changing the fork fluid to a silicone-based product that Husqvarna themselves suggested we try. It is, strangely enough, called "ForkFluid." He re-jetted the 36mm Bing and opened up the intake holes around the needle jet to prevent starvation. The rear shocks were adjusted to rider weight and we then had a 400 Husky that was set up as you would buy it from a sharp, competition-oriented dealer. Which is good – because it is a crisp, competition-derived machine.

The fine adjustments all worked. The mid-range was stronger while it ran clean and full at top end. It also started easier – always by the third kick, hot or cold. Once the potential of the CR400 was prodded into release, it revealed that it was a very quick bike. The quickest 400? Could be. The five speeds actually seem to help this machine (most have four, remember) and it gets moving deceptively fast. It is the opinion of staff riders and those who have made a business of riding 400 Huskies that it is noticeably quicker than previous models.

The front forks are lighter, have more travel, and allow incredible precision in line selection. They invite front wheel landings and you'll see photos of Torsten Hallman (in pre-Yamaha days), Mikkola, Kring, all of the Husky riders doing just this. At speed, it is the best way to set up for the following corner. Because after landing, you prod with the left foot to get the right gear; use both of the excellent brakes very hard; and turn the handlebars in the direction you want to go coming out of the corner. The Husky demands sharp, cut and shoot turns to get around quickly. It won't slide well because sliding is not the fastest way to get around a real motocross course. It handles extreme turns; you actually change the direction of the steering head with complete control right up to 180 degree turns or more. That is the correct way to ride motocross according to Swedish philosophy and that is the way the 400 Husky makes you ride it.

Go very fast, faster than seems prudent, into the corner. Brake very hard. The Husqvarna brakes are excellent; the rear one is full-floating with no wheel hop, and both are fade-free. Then turn it on the point that allows you a straight shot to the next corner. You don't need a berm and if a berm is built up at the wrong place for a straight line exit from the corner, don't use it. The Husky won't like it. You can brake on the flat, skatey places then just turn the front end and gas it. The Husqvarna corners much more slowly if you do it any other way but, contrary to previous models, the CR400 at least allows you to make a turn sloppily. The machine is demanding but the result is that your lap times go down – and your style improves.

The rear Girlings are especially built for Husqvarna and provide progressive action, when coupled with the right spring weight, to the limit of their travel. They could still use more travel and they still fade some in 45 minutes of competition though not as noticeably as previous models.

The latest batch of CR400 Husqvarnas came with Metzeler ISDT tires on them. Now most enduro riders would kill to get a Metzeler Six Days' tire, but we couldn't get along with the rear 4.00 X 18 for motocross or desert riding. The 400 wants and deserves a bristly 4.50, with lots of wrap around tread, at the rear. Whatever happened to the 4.50 Trelleborg Motocross? If there's a price difference, anybody who buys a CR400 would be willing to pay it. The Metzeler has high, hard sidewalls but we could feel it breaking loose on corners long before it should have or the bike wanted to. The harder rubber compound does last but the competition trade-off isn't worth it.

Detailing on the Husqvarna is, as you could expect, improved. The maroon steel tank is a works replica that holds 1.54 gallons of pre-mix. The fenders are deep, adequate, and made of fairly brittle white flexible plastic. Cracks will eventually fan out from the mounting bolts. Finally, Husqvarna has put a new, much more waterproof still air box (also plastic) on their production bikes. It has been long-awaited and should be much appreciated, especially by past and potential Husqvarna owners.

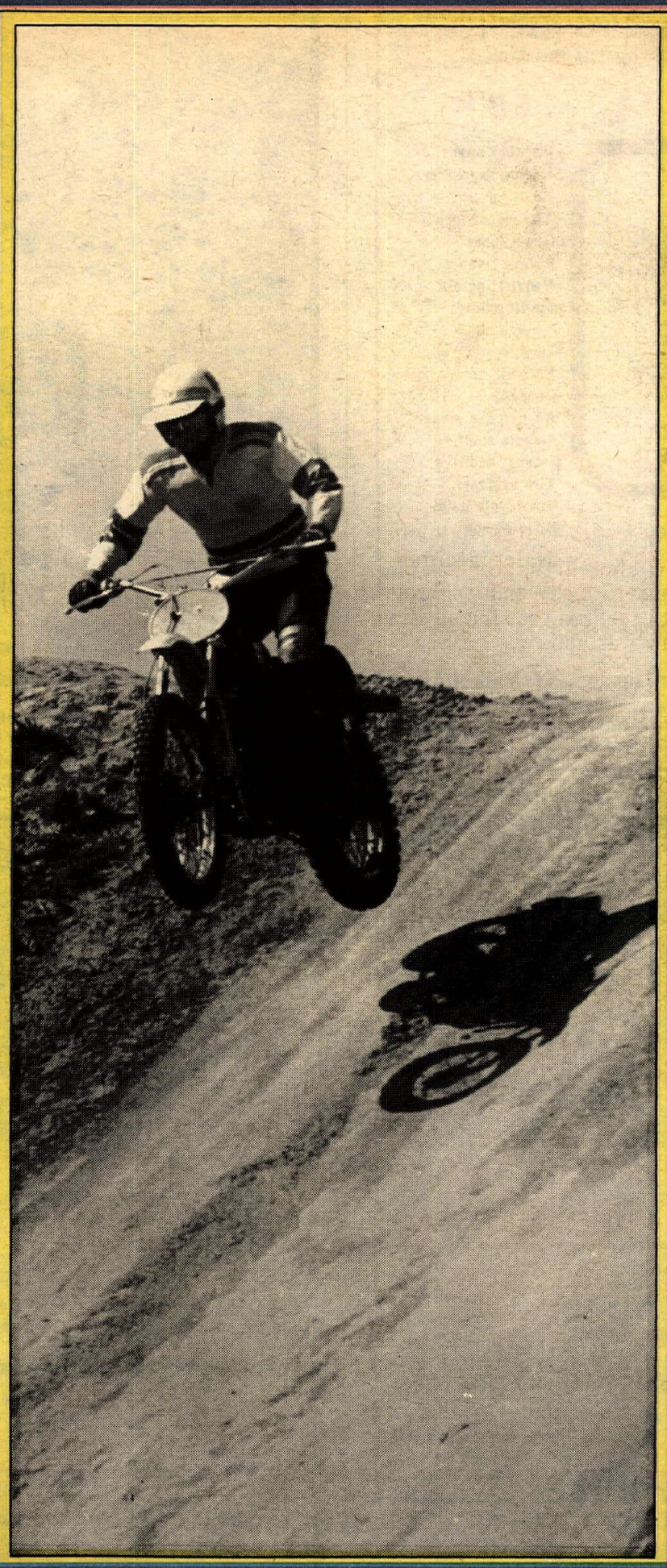
The footpegs have little dimpled holes punched through them that are an improvement over the completely slick previous style, but not much of one. The Magura controls and new angled control levers that provide mechanical advantage are good except for the small, unridged hand grips that we couldn't get along with. They made blisters.

Shouldered Akront rims continue to appear laced to the flat black conical hubs. The Husqvarna seat is "the" right seat for 90% of all motocross bikes and motocross racers. You sit a little high on it, and on the whole bike for that matter, until it gets properly broken in. It has been virtually copied by Suzuki and Yamaha on their works bikes.

The Motoplat electronic ignition makes plugs last longer, and generates a nice healthy spark to help prevent fouling. And there is no timing or point gap to worry about. It is the way to go for a thoroughbred motocross machine – as the timing stays constant for all 90 minutes.

The buyer also gets a little tool kit with the absolutely necessary pullers, etc. in it and two more countershaft sprockets – a 13T and a 15T. The stock 14T works just fine for the vast majority of tracks. Both internal and external gear ratios are very close to just right.

The bike is virtually an all-new Husky 400 that will fit a lot more riders than the old ones. If you couldn't ride one before, take another look. •



Year after year, Husqvarnas have been uncanny in their stability and smoothness over long dropaways. The new CR 400 seems to be even better.

**Specifications**

| | |
|---|---|
| Wheelbase | 54" |
| Ground clearance | 8.75" |
| Seat height | 31.5" |
| Displacement | 395cc |
| Bore x stroke | 81.5mm x 76mm |
| Transmission | Down 1-N-2-3-4-5 up |
| Suspension | F: Husqvarna Telescopic – 6" travel<br>R: Girling dampers – 3.2" travel |
| Wheels/Tires | 3.00x21 and 4.00x18 Metzeler six days on Arkont rims |
| Fuel capacity | 1.54 gal. of pre-mix |
| Carburetion | Bing 36mm |
| Ignition | Motoplat electronic |
| Dry weight | 230 lbs. |
| Suggested retail price | $1589.00 |

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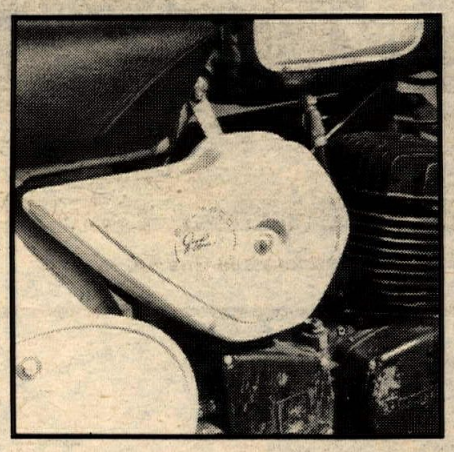
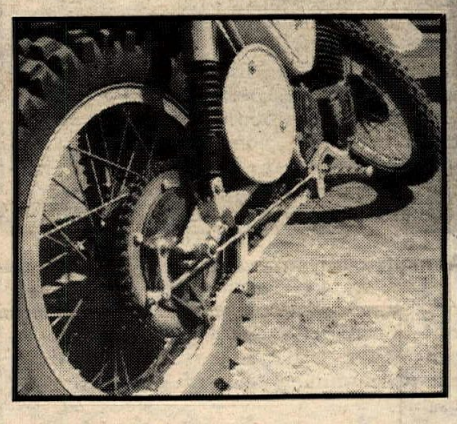


Ta-daaa. At last, Husqvarna has a new, actually nearly waterproof still air box. Huzzah!



More things we like about the 400CR are the full-floating rear brake, heavy duty chain guide, new pegs, good quality Girling shocks, good brakes in the front and rear conical hubs.

The 400 Husky takes corners in straight lines. It defines "squaring off" the turns. The Swedes want you to ride that way.

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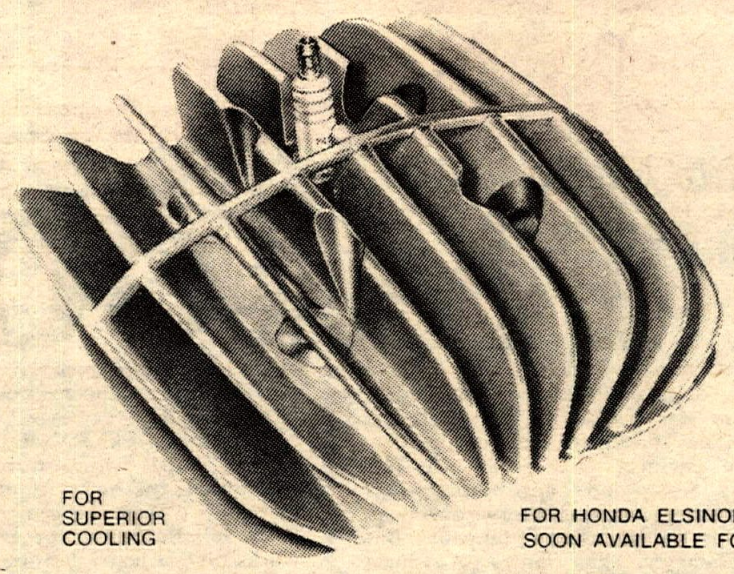

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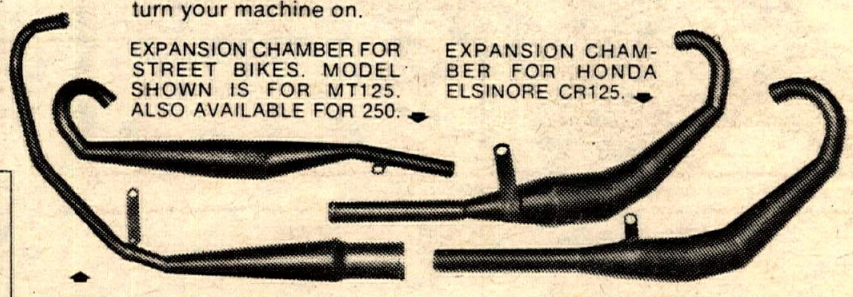

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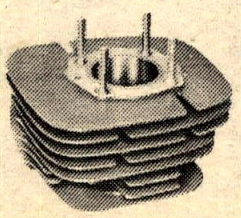

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ART FRIEDMAN

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# SUZUKI TM400

## OK, let's get one thing perfectly clear right from the start. You *can* ride it. All the misplaced witticisms of other journalists and

horror stories from your friends, often secondhand, aside, the Suzuki TM400 can be ridden and ridden fairly rapidly in off-road competition. The "K" designation, the latest version, is improved over all the ones that came before it – noticeably improved. It still does not handle like most riders want a motocross bike to handle in anything near its stock form but it's getting to the point where you can see where Suzuki missed in some of the areas and try to remedy the situation rather than throw up your hands in despair and start over.

The perplexing thing is that the TM400 really *does* share several common design approaches with the works RN73 370's but it goes subtly astray from the works execution in many small ways whose sum turns out to change the whole character of the TM400 quite a bit.

Most obvious is the weight. The works RN is between 210 and 220 lbs. wet in its various configurations. When the TM400 is wetted down with rare and precious fluids it is right near 250. The engine has 29 more cc displacement but it, too, is heavier – lacking the magnesium pieces – and the power output is actually a shade less but, note carefully, not too much less in either a quantitative or qualitative sense.

The original frame for the works Suzukis was a Cheney design. It has since gone through some modifications as the engineers saw what else was coming along and kept pasting their cutout composites of every European frame up on the scaled graph paper. But Eric Cheney designs frames to a single purpose and weight and powertrain and application with a unique and unbending fanaticism. Speculating just a bit, then, it becomes clear why a chrome-molybdenum steel frame weighing maybe 15-20 lbs. designed for a 200 lb. bike just doesn't make it as a mild steel frame on a 250 lb. bike, even if the geometry is slightly changed to account for different weights and stresses. It might be more accurate to say, *especially* if the geometry is slightly changed.

Both the works RN and the TM400 have a short swingarm and not too much trail, the better to execute those incredibly sharp corners with, we presume. But the swingarm on the works bike is just a tad longer, made of lightweight aluminum and very rigid. It hangs the rear end out only so far and doesn't whip back inducing all sorts of unplanned counteractions around the pivot point. The TM400 swingarm is barely 18 inches long and flexes. It is not made out of lightweight aluminum. The pattern of slight deviation in execution to attain a bike that can be sold at a competitive price starts to add up. I can sympathize with the Suzuki engineers who are amazed that such subtleties so change the abilities and character of the bike. But they do. You can't escape that fact.

Look at the engines. Both works and production versions are flat black, high-revving, mean-looking muthas that produce plenty of horsepower. Nobody with any sense of proportion has accused the Suzukis of being slugs. The idea worked brilliantly on the works bike. Let the revs climb to maximum horsepower and keep it there, Roger, and Joel and Sylvain and Gaston and Koji and all you other fast dudes. The power on the works machine hooks up through a big 4.50 bristly, sticky tire and the rigid swingarm holds it back there pushing as it overcomes the resting

**Suzuki specifications**

| | |
|---|---|
| Wheelbase | 55.0 – 55.7 inches |
| Ground clearance | 6.7 inches |
| Handlebar width | 35.4 inches |
| Displacement | 396cc |
| Bore x stroke | 82 x 75mm |
| Compression ratio (actual) | 7.3:1 |
| Carburetion | 34mm Mikuni VM34SC |
| Fuel cap. | 2.1 U.S. gallon |
| Transmission | Down 1-N-2-3-4-5 up |
| Maximum horsepower (claimed) | 36 @ 6000 RPM |
| Dry weight (claimed) | 235 lb. |
| Wet weight (actual) | 255 lb. (approx.) |

inertia of 200 lbs. and the motorcycle starts accelerating very rapidly.

"Fast motors are good." is an obvious truism in Japanese racing engine design so a fast motor goes into the production bike, one without much flywheel effect. The revs climb with a slight throttle twist, the power gets transmitted to the rear 4.00 X 18 Japanese Dunlop and the inadequate tire spins. It doesn't overcome the moment of inertia of a 250 lb. motocross bike right away so the bike doesn't jet forward in a straight line. It does set up a twisting torque on the swingarm, which flexes and starts to confuse the rear shocks. With the right weight shifts and judicious selection of engine speed, finally everything will hook up but unless you're very good, it's likely that the bike will come off the line or out of the corner cocked at an angle and the front wheel will be spinning in the air a foot or two off the ground.

This last part isn't necessarily bad. It's neat to cross stutter bumps and ripples with the front wheel floating. The works Suzuki riders do it all the time. But it's hard to turn a bike with the front wheel off the ground, and do an efficient job of it. You see how the concept of the works bikes has again just missed — a more rigid rear frame assembly; a fatter, grabbier tire. Almost, but no cigar, on the production bike.

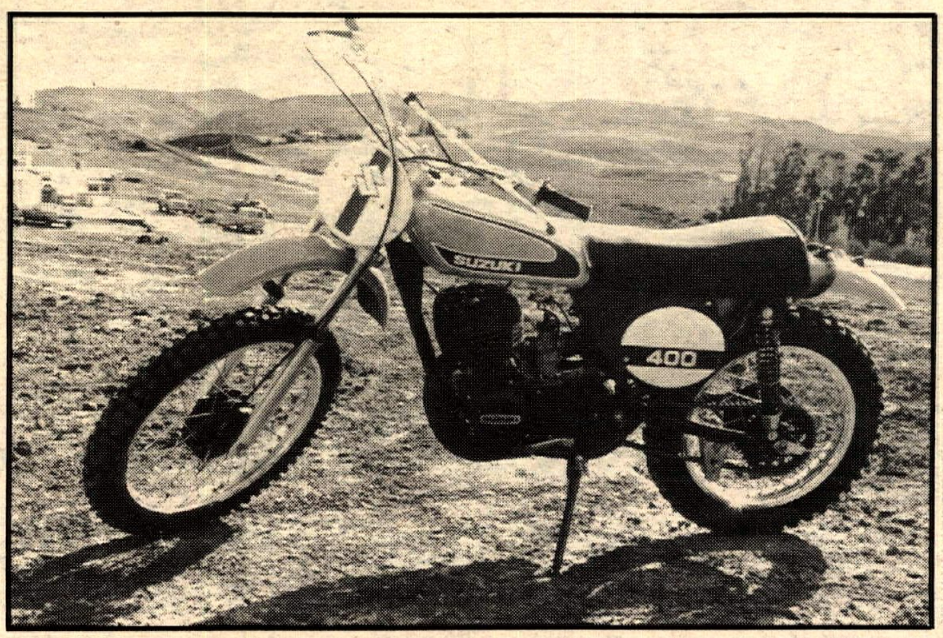
The lack of flywheel effect is also responsible, we think, for our test bike being a balky starter. Even with the very good Suzuki electronic ignition, it was reluctant to kick over. The kickstarter-expansion chamber relationship have been redesigned so the lever doesn't hit the pipe but your foot still does. We tried a rolling bumpstart in second through fifth gears with no effect and then, just on a whim, tried first. First gear finally provided enough multiplication effect to get the crank spinning fast enough and it lit right off. The experience reinforced our thinking about the lack of flywheel effect.

Ironically, the cold-blooded engine is very strong and very reliable when warmed up past the burbling stage. Suzuki motors hardly ever break, quit, or require extensive maintenance and that is a big plus for any racing engine. The power output, which U.S. Suzuki notes is a few ponies less on their silenced American import version, is still sufficient to get a lot of people interested in the Suzuki engine for one-off project bikes or mounting it in proprietary frames. If you want to go fast, the 396cc single will propel you beyond what good sense would dictate. It is fast. And it really doesn't seem to get any weaker with repeated use. Electronic ignition, adequate cooling, and a fine 34mm Mikuni all do their job.

The challenging part about riding a Suzuki is when it comes time to corner. The best way to ride it that we, and a lot of other people, discovered is to point it exactly at the spot where you want to execute your turn. Get on the excellent brakes later than you think you should to retain a speed advantage because you'll need the extra time to get the direction of the 250 lbs. changed.

JOHN ULRICH

**Once you got it around the corner, the trick was to point the Suzuki 400 where you wanted it to go, gas it and try to keep it straightened out.**




JOHN HUETTER

The brakes are first rate on the TM400. They have a more progressive feel and aren't prone to lock-up as are some racing Yamahas. They are fade-free and bring your speed down in a controllable manner until the rear end starts to lift off the ground and hop around. When you get to your cornering spot, execute a kind of awkward little dance to haul the bike around to where you want to point it next. There are very few riders who could smooth out this maneuver. It was mostly a matter of throwing it over and yanking it around with the inside foot planted.

When you've got it pointed in the direction you want to go next, hang on and twist the throttle grip on smoothly. Then start shifting up as quickly as you can. Make it keep pulling the revs and stay a gear higher than you think you should be. You'll get going toward the next corner very quickly. The only problem with this approach, aside from the awkwardness of changing direction, is that the front wheel always seemed to want to go the other way from what the direction of the corner and camber of the ground would like. Twist it back around and get your weight over the steering head. By following this sequence, it was possible to get the TM400 around in a respectably quick manner.

If you're not worried about making a sequence of corners, as you wouldn't be if you were racing desert or cross-country, most of the problems of riding the Suzuki are minimized. The weight of the TM400 is mostly up high, though, and this probably complicates the cornering maneuvers even more.

The front forks seem to have more usable, progressive travel than previous models and with the right weight oil and spring rate were completely acceptable. The rear shocks have dual springs of different progressions. They, too, are better in action than before but still not really up to the task.

Looks alone will probably sell a lot of the machines. They now carry the exact paint scheme and configuration as the works bikes. The yellow plastic fenders are nearly as good as the nylon ones on the RN and the tank is steel instead of aluminum alloy. The seat is the same size and shape as a works model and is really pretty good for sitdown comfort and contoured for easy moving around. The profile of the machine is streamlined so you don't hook your body on anything. The rims are still chromed steel but the spokes don't loosen. Except for the too-small, too-hard rubber on the rear, the wheels, including the excellent brakes, are good.

What the TM400 is still suffering from is the seemingly small deviations in execution compared to the works machines. Suzuki has kept the price down. At somewhere around or under $1200, it is the cheapest, most powerful 500 class motocross bike you can buy today. But the era of cheap racing bikes is over. The competition buyer wants something close to a works machine as a starting point and, apparently, is willing to pay for it.

Suzuki could capitalize a lot more efficiently on their unprecedented string of motocross World Championships by adding about $300 to the price and producing a replica of, say, the RN72. Call it the TM370 or something like that. The weight would be under 220 lbs., the displacement down by 30cc or so, and the swingarm wouldn't flex. They could do away with the oil injection at the same time. It wouldn't really be necessary to go to magnesium engine parts but that would be a nice selling point.

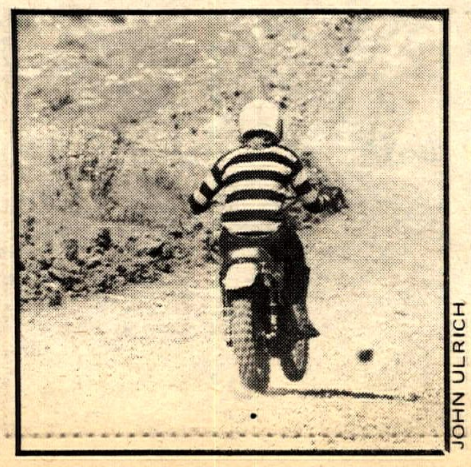
The TM400 is really not that far from being "right" as a lot of published reports would have you believe, but it has gone about as far as it can go in development against the competition in today's motocross racing market. Any of these changes probably depend more on whether Japan gets the petroleum products they need from the Arabs than any marketing or competition machinery decisions by U.S. Suzuki or the Japanese parent company. They obviously have the potential to offer a production World Championship Replica and the 500cc class would be easier to penetrate than the 250 these days.

But if you want to buy a TM400 today and race it, think in terms of adding a flywheel, a good 4.50 tire, a proprietary swingarm and shock absorbers. It's fast enough to blow off most of the machinery around in a straight line race and maintenance requirements are minimal. It's just getting that power to the ground, especially out of corners, that's such a hassle. ●

**Tank/seat profile was smooth; movement easy. Little breather vent gizmo fascinated testers.**

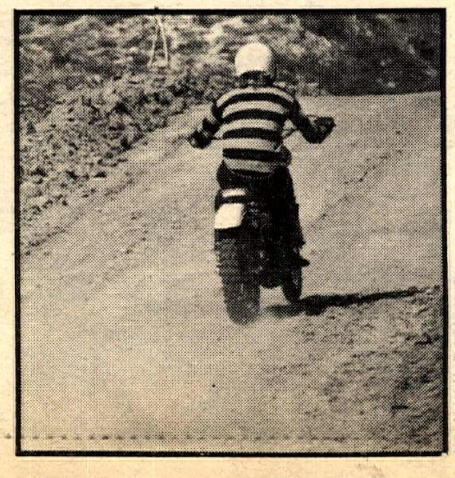
ART FRIEDMAN

**Acceleration over bumps always produced the same result. The front end would come up.**



JOHN ULRICH

**Then the rear end would come up and start hopping from side to side.**



JOHN ULRICH

**396cc of rompin', stompin', horsepower that is only partially usable.**

ART FRIEDMAN

# the continuing adventures of Motocross Cat

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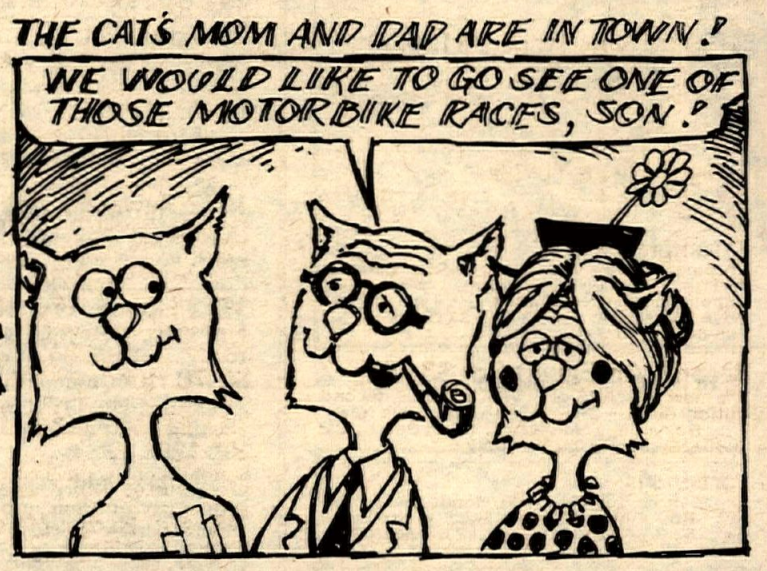


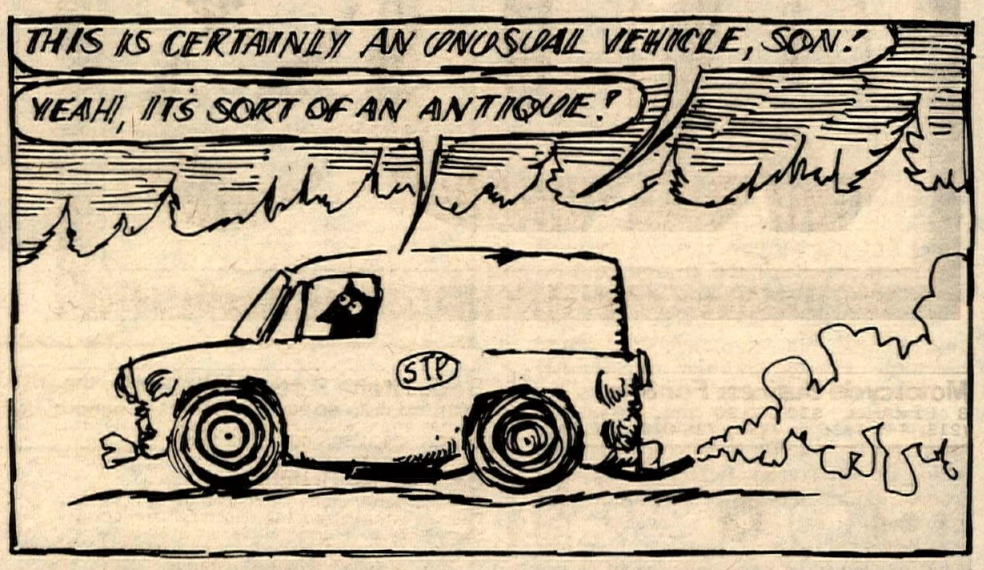


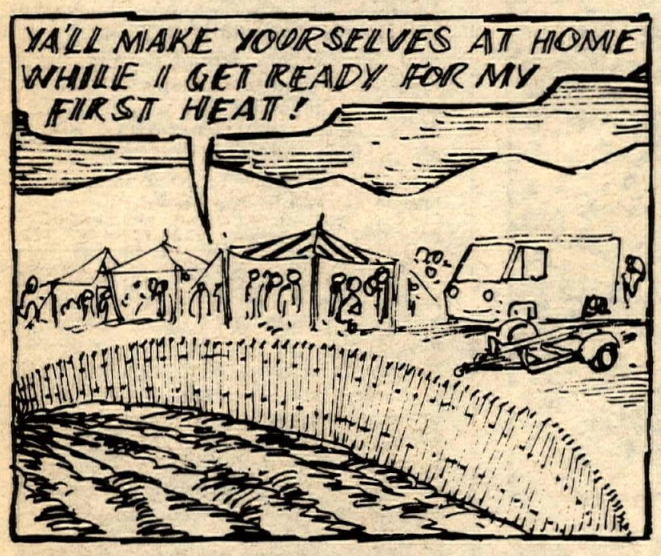

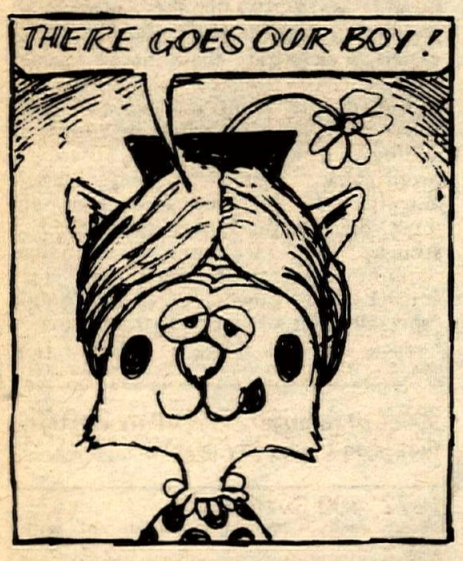


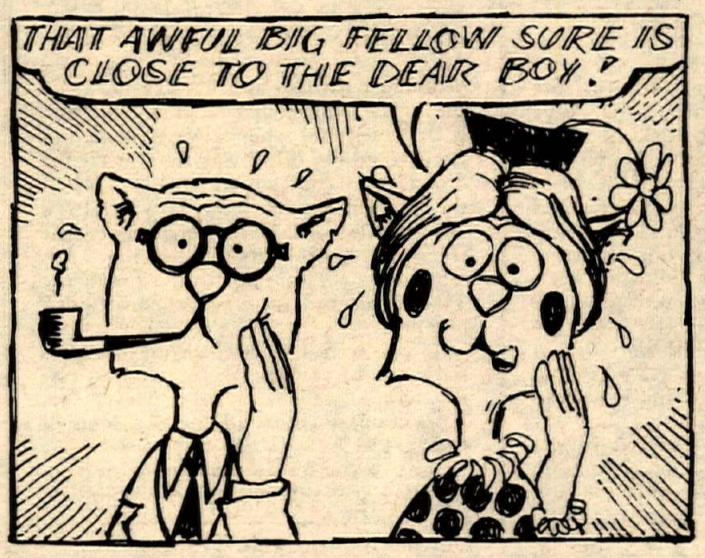


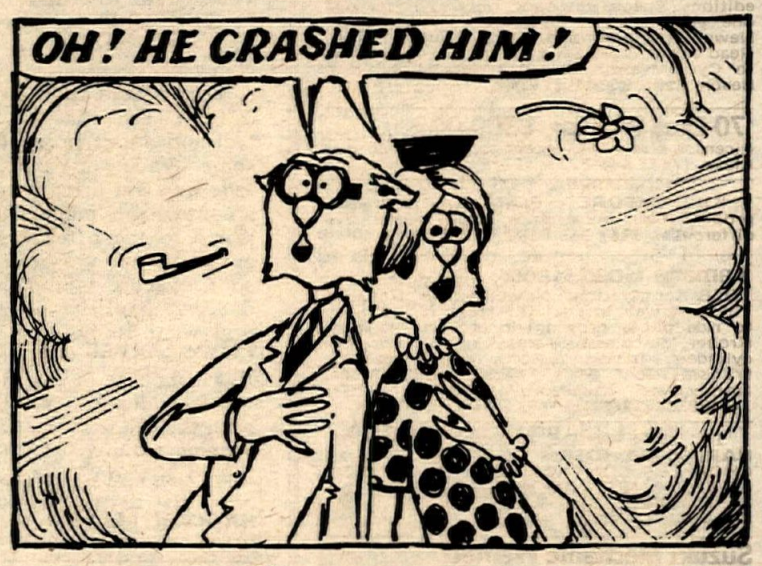

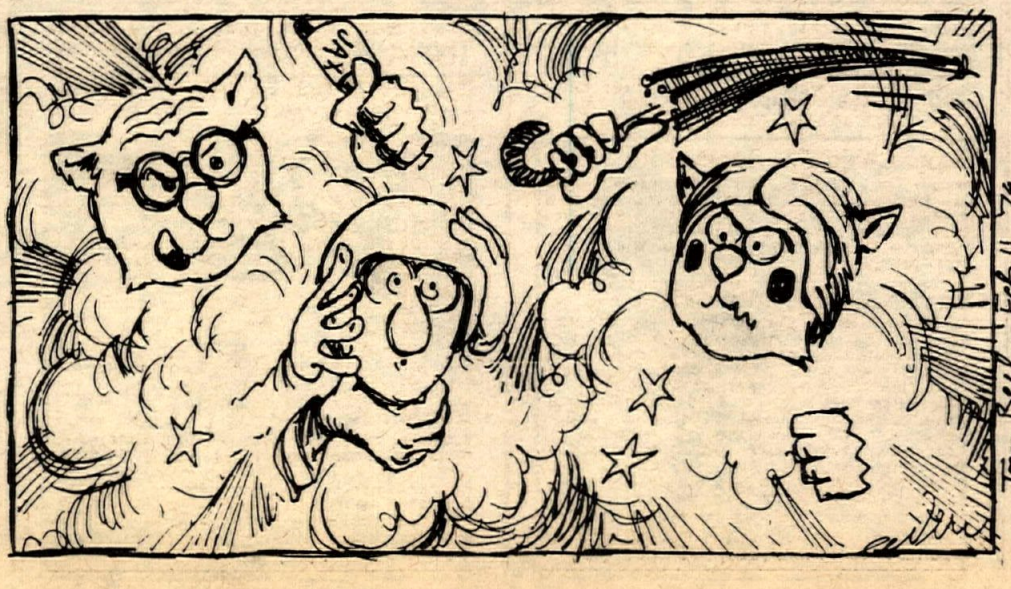


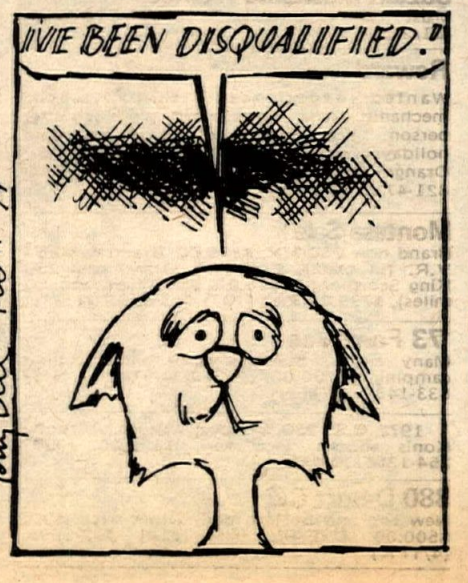

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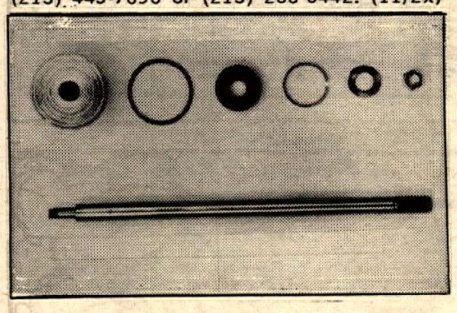

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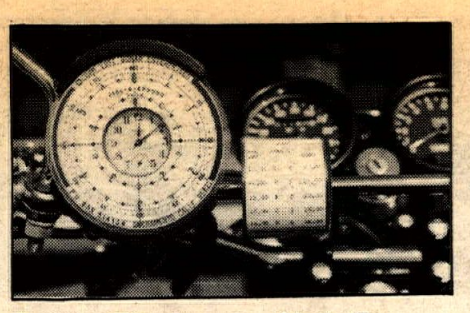

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Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford St., Arleta, CA. 91331. (213) 768-2233. (TFN)

## Your—Own Bike Riding Ranch
40 acres in the Tehachapi Mountain foothills of Antelope Valley, just $200.00 per acre for your riding pleasure. Very easy terms. Clyde Jensen, Mojave, California. (805) 824-4744. (10/3x)

## Penton / KTM — Hi-Point
Sales — service — parts — modifications — preparation. Pacific Performance, 11 Mark Drive, San Rafel, CA. 94903. (415) 479-6120. (10/4x)

MOTOCROSS boots — size 11½. Worn twice, too big for me, $25.00. (213) 375-5908. (12)

'73 YAMAHA 250 MX, 10 hrs. old, $675.00. (213) 375-9921. (12)

## '74 Honda 750 K4
Near new — only 200 mi. — perfect in every respect. Leaving for Europe, must sell — extras, $1850.00. (213) 843-7630. (12)

## Wanted '73 or '74 Enduro
360 Yamaha preferred — excellent condition. (213) 799-4687. (12)

## Who's Daka
It's Jeff's '70' Enduro, Ace 100, stripped. $300.00 or offer. (213) 862-3700. (12 )

## '74 Carabela 125 MX
Koni's, DID's, PP's, etc. Mint condition. Must sell, need money. Only $495 firm. (213) 534-0432 or (213) 545-0051. (12)

## '71 Suzuki 125 MX
Must sell my racing machine. Bassani down pipe, ported barrel, racing piston, fast, good condition. True dependable motocross racer. Trade for SL 70 or $375. (213) 454-9492. (12)

## Wanted
Yamaha 250 single basket case. (916) 988-1653. (12)

1973 YAMAHA 360 Enduro, $700.00. 1973 BULTACO ALpina 350, $700.00. After 6:30 p.m. (213) 324-6702. (12)

## Deluxe Motorcycle Trailer
New, carries three motorcycles, has loading ramp, lights, fenders, wide tires, custom tie downs. Cost $300.00. For sale, $185.00. (213) 378-8905. (12)

HUSKY STREAKER. 1971 HUSKY 400, desert ready, extras, $625. (213) 790-2919. (12/EOI/3x)

WANTED: Trackmaster, Champion, or Redline frame for Triumph. (415) 483-9636. (12)

## '70 Husky 360
New 36mm Bing. New gears, new clutch. Akronts, very fast. New chain, new primary. Need money. $500.00 or offer. Eve. (213) 329-9534. (12)

## Maico 400
'72 Maico 400 — Akront rims, Koni shocks, very good shape — $800. (213) 633-6058. (12)

## Wanted
Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)

"72" PENTON 125, RACE READY, modified chamber, P.P., new chain & sprocket, many extras. Sacrifice for $525. (714) 825-6044. (12)

## Honda Mechanic
Must have Honda experience, own tools. Full time, company benefits. Contact Ron Jackson, Honda of Santa Ana, 301 West Warren, Santa Ana, California. (714) 540-7430. (12/3x)

## 1970 H-D 750 XR
Raced 14 times, absolutely cherry. Owned by service manager at H-D of Westminster. Call (714) 893-6274 Tues. through Sat. 8-6. $1,650 or best. Ask for Dennis. (12 /2x)

'71 BULTACO 125, $430. WORTH IT, come ride and see. Call at 6:00 p.m., ask for Bill (213) 767-3678. (12)

## '73 Maico 400 Radial
Excellent condition and super clean. Extras, must sell, $895 or best offer. (805) 252-3258. (12)

## '74 Yamaha 360 Enduro
Desert tank, K&N bars, many extras. Still street legal, $850.00. (213) 331-5792. (12)

## '72 Ford Van
Air shocks, big wheels and tires, $2900. (213) 997-7461. (12)

1973 ELSINORE 250, BOUGHT IN NOVEMBER. Xlnt. cond., extras, $850.00. Call anytime. Also AT1 YAMAHA, xlnt. cond., street legal, $325.00. (714) 593-4471. (12)

## 1972 Kawasaki 100 MX
19" front wheel, Preston Pettys, Filtron, Uni levers, T&M pipe, cut rotary valve, extra frame, proven winner, good cond., $275.00. (714) 638-8798. (12)

## 1971 Honda ATC 90
3 wheeler, new rebuild, painstakingly clean, lights, $300 or best. (714) 883-5747. (12)

## SL-70 Honda
'71, race ready, modified, ex. condition, has the trophies to prove it. (714) 830-9586. (12)

## YZ 125
6 months old, good condition, trick pipe, new tires, $800.00. (714) 557-2734. (12)

## '73, 400 Radial Maico
Perfect condition — better than new, $850.00. (714) 528-5990. (12)

## Custom Cycle Trailers
3, 4, or 5 rail. Best motorcycle trailers made. Feature heavy duty suspension and large wheels. Call for details (714) 998-5331. (12)

HONDA ELSINORE 125 MX — EXCELLENT CONDITION, tool kit, manual, green sticker. $600.00 firm. (714) 838-9143. (12)

## 250 Greeves Challenger
Springer front, needs piston ONLY! $200 or your best offer gets it. (213) 838-4253. (12)

'72 GREEVES GRIFFON 250, torquey motocross bike, $550.00. (213) 679-6489. (12)

## DKW
SALES, SERVICE, PARTS, COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203. (TFN)

'73, 125 DKW HORNET, EXCELLENT CONDITION, quick, and dependable. Curnutts, Cross Four, trick pipe, clean. (Will throw in brand new stock tank, fenders, and shocks.) ONLY $425.00 or ? (805) 483-0666. (12)

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## '72 Yam XS650, '72 Husky 250 CR
$900, $600. Both in very good cond. (714) 879-1367 or (714) 871-3232, X5403. Ask for Alan. (12)

## 1972, 400 Suzuki MX
Desert ready, 3½ gallon Bondurant tank, flywheel, Diamond chain, Konis, Filtron, Wiseco piston, new knobbies, Webco pegs, extended swingarm, and more, $650.00. (714) 821-3876. (12)

## '73, 250 Yamaha MX
Excellent condition. Must sell, $700.00. Few hours on bike. Call after 6 o'clock (213) 374-8725. (12)

## '72½ Pursang 350
Just re-built engine. New — skid plate, rear Akronts & tire. 3½ gal. desert tank & 2 gal. MX. Many extras, super clean, $750.00. After 6 p.m. (714) 554-0830. (12)

## '73 Hodaka Super Rat
Ported, Reed valve, plastic tank and fenders, extended swingarm, Uni's, much more. Fast and reliable, $395.00 or best offer. (714) 979-9077. (12)

## '72¾ CZ 400
Electronic ignition, Mikuni, Sunburst head, excellent condition (like new). $800.00 or make offer. (213) 328-6808. (12)

WANTED: Forks to fit Hodaka Ace 90 or 100. (213) 448-6530. (12)

'73 YAMAHA 250 MX. LIKE NEW MECHANICALLY, 2 tanks, ridden in the desert by my wife who wants smaller bike, $675.00. (714) 586-7043. (12)

# WANT ADS

### Husky — Yamaha
Parts mail order. Same day expert service. Ask for Tim, Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

### Suzuki TM125, 250, and 400
In stock at Campbell Suzuki, ready for immediate delivery, at 14200 Lambert Road, Whittier, California (213) 696-3306. (11/2x)

### Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

BEAUTIFUL CONDITION Bates full leather set, c36, w31. Make offer. (213) 785-3362. (12)

175cc YAMAHA — 2 pipes, plastic fenders, knobby, reed valve and mag, very quick. 250cc YAMAHA — knobby, new plastic YZ tank, runs good. 1971 KAWASAKI BIG HORN, make offer. Call after 5 p.m. Norwalk (213) 921-2190. (12)

### Husky 250 WR 5 Sp. — '70 Datsun P.U.
Late '72, 5 speed, A-1 mech., all orig., sharp, $795. Datsun P.U., A-1 mech., new tires, brakes, $1295. Both, $2000. (714) 637-6283. (12)

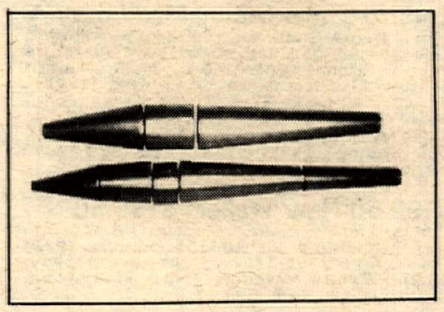
250 CZ. '72 FRAME, TANK & FENDERS. IRZ carb., Akronts, new piston & rings. Very clean. $495.00 firm or trade for new 400 CZ. Call after 5:00 p.m. (213) 944-5404. (12)

HOPETOWN '73 PROGRAM wanted for souvenir of my first place. Please sell me your's! (213) 348-9679. (12)

### Job Vs. College
I need a summer job to help pay for college tuition. Some experience at parts and salesman — Charlie (213) 660-9420 or (213) 466-8101. (12 )

'73¾ HONDA ELSINORE 250. Mechanic's bike — properly set-up and maintained. Never raced, in excellent condition, $900.00. (213) 377-0774. (12)

'73 BUL 250 PURSANG Mark 6, extras, clean, fast, $595.00. (213) 342-6989. (12)



### Expansion Chamber Cone Sets
20 Ga. steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets, $12.00. 4 Pc. sets, $14.00. 5 Pc. sets, $16.00 Postpaid. California residents add 5% tax. Quanitity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290. (TFN)

### Elsinore 250, '73½
6" ply, Cheng Shin, never raced, and only ridden 5 times. $900.00 or best offer. Call (213) 869-6552 after 5:00 p.m. (10/TFN)

### '70 AJS 250 Stormer
Must sell, $350.00. Excellent condition. After 6:00 p.m. (714) 968-0822. (12)

400x18 STREET TIRE and tube, $10.00. Rim, $5.00. (213) 448-6530. (12)

### Monark 125
Excellent condition, new Moto-plat, bars, reinforced hubs, Filtron, new chain and sprocket, runs strong. Asking $550. (714) 492-7506. (12)

### '71 Ford Ranchero — Sharp
Loaded — custom paint — disc brakes — $2195. (213) 768-0155. (12/2x)

### Going Sailing
So this is a good time for you to save with a 360 Husky enduro. Valerian's Mikuni kit, new Arnacos, 3.6 gal. tank, plastic fenders, licensed for street. Ride it to work weekdays and trophy the Open class on weekends. Call (714) 548-7618 for today's low price. (2/TFN)

'71 YAMAHA 125 MX, good condition, $275.00. (213) 679-6489. (12)

### English Trials Penton
Nine months old, little used, $650. Evenings (213) 666-8045. (12)

### Ossa Parts
Sell: Betor forks complete, 2 new coils for Moto-plat, frame, front wheel and more. Want: Full set of fiberglass. Ask for Dan (213) 376-7611. (12)

### Husqvarna
Guy Louis Motorcycles, 118 E. Wardlow Rd., Long Beach, CA. 90806. (213) 426-1359. (TFN)

### Goodies! Goodies! Goodies!
Honda 450 carbs., new, $15 ea. Triumph '66-'67 engine less cylinder, pistons and crank cases. Over $180 in new parts, rest like new, $110 for all. Kawasaki F5-8-9. Expansion chamber w/silencer, by Hooker, new, $25. Montesa La Cross Magneto w/flywheel, $15. Dunlop trials tire 400x18, new, $13. Thousands of feet of mild steel tubing for frames, etc. (213) 373-2982. (12)

### Champion 350 Kawasaki
Disc brakes, front & rear. Set for flat track and T.T., $995.00. Call (714) 623-1204. (12)

### Ossa 250 Phantom is Finally Here!
Dirt Bike West, 7139 Canoga Avenue, Canoga Park, California. (213) 340-6521. (12/2x)

### 1968 Yamaha DT1
'71, 250cc engine, Ceriani forks, Koni shocks, street-dirt legal, runs good, 2 pipes, 2 tires. $400 or offer. Viking MX boots, $25. McHal full-face helmet, $30. Eves. & Sat., Sun. (213) 634-2301. (12)

YAMAHA 80 MX, 1974. Very good condition, must sell, $300.00. (714) 530-0235. (12)

### 1974 5 Month Old Maico 450
D.I.D. rims front and rear, heavy spokes, Wheelsmith pipe, Konis. Bike is like new, maybe eight rides. Moving to Alaska, must sell, $1250.00. Eves. (213) 365-4212. (12)

WANTED: Rickman Micro Metisse rear hub. After 10:15 p.m. (213) 677-8832. (12)

### Suzuki 50
Dirt bike, $165.00. "69". Call (213) 839-2446. (12)

### Income Tax Special
'73, 250 CZ, bought mid Nov., fully equipped, $950.00. (213) 423-1919. (12)

NEED BIKE trailer. Leave message for Harry at (213) 766-1058. (12)

### Jody Nicolas Raced TD2B 250
Yamaha roadracer. Krober/Fontana + spare top end, fast & pretty, $950. 175cc Bridgestone GP engine + pipes, Axtel dyno'd 21 HP, $35. Ron Grant built TR500, Suzuki RR, many goodies & cheap. (213) 438-2472. (12)

### 250 Maico, $400
'71, excellent condition, E.C. Birt engine and pipe. Mikuni carb., new top end, not ridden in one year. Call after 7 p.m. or weekends (213) 628-2214. (12/2x)

### Sell or Trade — Skiboat
14' G-3 Glasspar Skiboat, 65 horse Mercury outboard & trailer with spare tire. Major overhaul on entire engine last summer. Real nice, fun boat. All safety equipment, ropes included. $650 or trade. (213) 530-5630. (12)

### 400 CR Husqvarna
1973 — fast, clean, rugged. Wholesale price. (213) 394-4591. (12)

### '72 Husky 250 CR
Barnett clutch, lengthened swingarm, extra plastic tank, Konis, Filtron, Honda seals & more, $700.00. Serious inquiries only. After 6 p.m. (213) 429-3094. (12)

### '71 Honda CB350
Good shape, $600.00. Call after 5 p.m. for details. (714) 626-3218. (12/TFN)

### 1974 Yamaha Enduro 360
$950. Weekdays after 5:00 (714) 842-2009. (12)

### '73 Yamaha 250 MX — Gotta Sell
Not ridden since November, fresh bore, ports cleaned & matched for reliability, YZ plastic tank, SW rear springs, many extras, clean. Just can't afford $700. (714) 675-1163. (12)

'70 DUCATI 450, LOTS & LOTS of extras. Dirt, have some street equipment, $475 or best offer. New condition. (213) 596-8148. (12)

### New Bultaco 175 Sherpa, $599
Also: 1973 Honda TI-125 Trials, $450. 125 Suzuki race kit, $50. 175 Yamaha race equipment, sell or trade for stock equipment. Jim Pheysey, 2140 Oakcrest Lane, Provo, Utah 84601. (801) 374-2712. (12)

### Mechanic Harley-Davidson
Experienced H-D mechanic opening. Excellent pay and benefits for the right man. See or call Ed Russell, service manager, Harley-Davidson, Los Angeles, 2531 South Main Street, Los Angeles, Ca. (213) 749-6235. (46/TFN)

### Need Stock 750 Honda Frame
Call (714) 839-5414. (10/4x)

### Brand New '73, 350 Sherpa T
Bike has only been run exactly 1 hour by arthritic 29 year ex-desert racer. Not 1 scratch. After 7:30 p.m. call (213) 271-9485 and days (213) 276-9736. (7/8x)

'70 BULTACO 125, light frame, $275. '69 4-speed engine, $50. '71 HONDA 70, low miles, $200. '69 HONDA Z-50, low miles, $100. Box Trailer 4x7, heavy duty, $150. (714) 522-8087. (11/4x)

Trail and Trial Riders
### Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. (35/TFN)

### New '73 Bultaco 350 Sherpa
Bike has only been run exactly 1 hr. by arthritic 29 yr. X desert racer. Not 1 scratch. (213) 276-9736. (7/8x)

Look for **Route Check** in the Results section.

### Factory Shock Coolers
Moved your shock forward, shocks setting hot, dampening goes away? Larger oil reservoir and aluminum finned coolers solve that. Fits any shock, $48.00. (G.G. Chaplin, 61 5th Street, Cayucos, California 93430). (805) 995-3462. (12/2x)

'73 HONDA XR75, cam, Boge shocks, extra parts, $275. Evenings (714) 535-4702. (12)

400 CZ LIKE NEW, $875. Mikuni carb., Femsatronic ign., plastic tank, Buchanan spokes, Curnutt shocks. 48 year old rider, ridden 10 times only and easy. (213) 889-0194. (12)

### Cylinder Head By Branch
Jerry Branch flows and ports racing heads for champions. Going racing? Call Jerry at (213) 595-4659. 1637 E. Burnett, Long Beach. (7/TFN)

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Now 2 free samples for the postage of one! Read all about it back East, down South, and from the rockies to the gulf in Central. Send 50¢ in coin or stamps, with your address to Cycle News, P.O. Box 498, Long Beach, Ca. 90801. Get latest East-Dixie & Central editions by return mail. (TFN)

### 1971 A.J.S. 370
Hardly ridden, clean and will run forever. Can't beat that English steel, $575.00. Call (213) 371-5737 eves. Torrance area. (12)

### CZ 360, $500
Excellent condition, must see. Set up for desert. Plastic tank, Mikuni, Curnutts, rear D.I.D. Evenings (213) 374-0904 or (213) 674-5242. (12)

1972 HONDA SL 100 — very sano — tricked out — STREET LEGAL, $295.00. Eves. @ (213) 837-8352. (12)

### Rickman Metisse
Triumph 500, 30 days on new top end by Mike Burke. New pistons, ported, valves, etc. 32mm Mikuni, 4:50 Cheng Shin, K&N bars, Magura pwr. levers and much more. All new, xlnt. cond., $850.00 ofr. Days (213) 782-3350, eves. (213) 441-1075. (12)

### '70, 125 Yamaha
21" Akront front, fresh top end job, new Girling shocks, new chain & sprockets, good condition, rarely ridden. Must sell now, first $295.00. (714) 968-8573. (12)

### Yamaha 125 Single Roadracer
GP bike with fairing, run very little, see at T&O Yamaha Lomita or call (213) 425-1641 after 7 p.m. See to appreciate, $495.00. (12)

# California's all new Dirt Freeway Maps

Ya say your teacher Miss Pendergast, keeps on your back about writing a book report? Ya haven't found a book worth reading except Cycle News, and she says it isn't a book? Have we got the answer (natch) to your problem. Try the California Trailbike Guide by Joe Driscoll. It'll tell all about where to legally ride your motorcycle in California, and it's plenty accurate. It's worth a fortune, but only costs $5.95 plus 75 cents tax and handling. A mere $6.70 total!

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**HOT HATS** Money back if not satisfied. HOT DOG! $1.00

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CYCLE NEWS STUFF P.O. BOX 498, LONG BEACH, CA. 90801

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# WANT ADS

LOOKING FOR PIPES BY

**BOB BAILEY'S**

Two and four stroke pipes. Also silencers. Call Bob at: (213) 679-0559. 15209 Gravillea Avenue, Lawndale, California 90260. (12)

### Speedway Bike, Help!
Must sell '71 J.A.P. Barnes quick change, many extras. (213) 559-0856. (12)

'72½ HUSKY 250 CR, immaculate, $850.00. (213) 887-5859. (12)

### Partsman Wanted
Large accessory store. Experienced. Excellent Los Angeles location. Good opportunity. Apply to: Cycle News, Inc., Box 498, Dept. R.C., Long Beach, Ca. 90801. (213) 876-3600. (12/3x)

### Must Sell Husky & Maico
1973, 450 Husky WR/with extra, $950. 1974, 400 Maico, like new, $750. Mark W. Marchus, 8940 Milky Way, Westminster, Calif. 92683. (12)

### '72 Yamaha 350 for $450.00
Excellent condition. (213) 597-2985. (12/TFN)

### '71 Husky 400
Excellent condition. Just completely rebuilt engine & trans.; lowered frame, Curnutts, Honda seals, new Barnett clutch, dual coil ignition, much, much more. $725.00. (213) 360-6868. (12)

### Do Everything Bike
'73, 250 Pursang, good for MX, TT, desert, play riding. Rahm fenders, ported, pipe, DID's, Mikuni. $750/offer or trade for Eso. (714) 556-1056. (12)

### Bike Clubs
3.4 acres, no homes near. Easy acces., less than 225 yards from Nat'l. Forest. 14 miles from L.A. city limits. Land surveyed, excellent bldg. pad for club house. $1975.00 per acre. Newhall, Saugus area. Phone (213) 368-3285 between 1:00 p.m. & 3 p.m. (12)

TM 125 SUZUKI, 4.00, raced little, for only $500. Reliable, runs fine. (714) 825-5747. (12/2x)

### '72, 250 CZ, Ex. Condition
P.M.C. tank, 34 Mikuni, Bassani, ported & polished, ridden very little. Must sell, $535.00. Days (805) 526-3589, eves. (805) 526-8675. (12)

### MK V Type Wow Bultaco, 1972
Spiffy 250 for $550.00. (213) 790-4279. (12)

STREET LEGAL trailbike, 1972 Kawasaki 100cc, 10 speeds, $315. Call aft. 6 p.m. (213) 445-6290. (12)

### Super Husky, '71½, 250
Excellent condition, super clean, must see to appreciate. Must sell this week! NEW TRANS., Honda seals, MAKE OFFER. RG boots, $40. Walter leathers, $35. (714) 833-0859. (12)

### Wanted TT Bike
250cc with trick frame. Prefer Yamaha or Kawasaki single. Call or write: Bob Zigler, 2436 Pocatello Avenue, Rowland Heights, Ca. 91748. Evenings (213) 964-0355. (12)

### In The Crate Sale?
No, we don't because we're not ashamed of what's inside. A fine Swedish product deserves careful assembly and maintenance. Husqvarna-Imperial Motor Sports (213) 337-6811. (12)

'70 RICKMAN 125 super clean. Akront, Birt shift, piston ported, new Diamond chain, alloy sprocket, Filtron, excellent plastics, new tires, $385. (213) 358-3436. (12)

'72½ DKW 125, ENGINE & TRANS. complete rebuilt by American M.X. Xlnt. condition, many extras. Must see & ride to appreciate. Call after 5 p.m. (714) 776-6924. (12)

'72 OSSA STILETTO, $495.00. Trick wheels & hubs, Konis, mag. '69 BULTACO PURSANG, runs good, $325.00. '70 YAMAHA 125 MX, $225.00. (714) 828-5148. (12)

### '73 Sherpa T 350
Excellent condition, $850.00. (213) 695-0566. (12)

### Trials Special, '70 Lobito
100cc, rear set pegs, Sherpa T tank, seat, 400 tire, 21 front and '72 Sherpa T, 250, many spares. (213) 679-2830. (12)

### Wanted: CR750 Gas Tank
or equal, any condition, cheap. (714) 894-1522. (12/2x)

### 1972 Penton 125
Perfect condition. I've bought a larger bike. Only $495. Santa Ana (714) 549-3169. (12)

ROAD RACERS. GET TWO RIDES for the price of one. Ex-Kel Carruthers TD-2B, TR-2B with spares. Both have fresh rebuilds. Asking $2500.00. (714) 271-8812. (12/4x)

### Want and For Sale
Want — Speedometer RT-1 for 19" wheel — used OK. For Sale: Suzuki TM 400 frame with forks & shocks, $95 or ? (714) 642-6206. (12)

### '72 Ossa Stiletto
Clean, DMR porting, current license, extras. (213) 454-2653. (12)

### Become An Expert For $3.50
The new ESCAPE BY TRAIL BIKE, second edition is out — and on sale — at: Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. Send $3.50. (35/TFN)

BULTACO — '71 MK. IV MATADOR — Street legal, very clean, low miles, $475. Trade for SHERPA T or HONDA TL-125. Gary (213) 697-9441. (12)

'72½ HODAKA (WOMBAT). STREET LEGAL, very clean, runs good, $475.00. Low mileage. Steve (213) 691-4376 or (213) 698-2288. (12)

'72 YAMAHA 360 MX, fresh top end, cherry. Sacrifice $595.00. (714) 825-6044. (12)

'70 HODAKA, street or dirt. '72 COTTON 175 Trials. (213) 376-6623. (12/3x)

### Vesco Tank
Fits Honda Elsinore and all Husky's. Used only 4 times, perfect cond., $30.00. (714) 737-8089. (12)

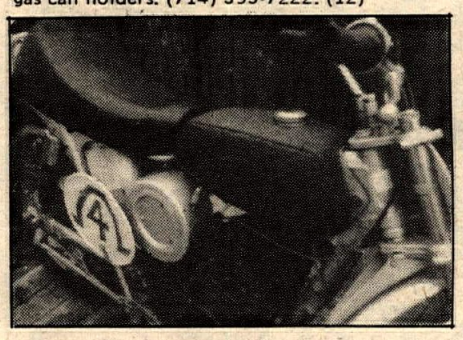
HONDA 250 ELSINORE, like new, xlnt. cond. Must sell, $875.00. (714) 622-2600. (12)

CZ 250, 1972¾. Mikuni, electronic ignition, ridden twice, race ready, fast, good as new. Save, $850. ALSO '70 EL CAMINO. Aft. 5 (714) 892-7573. (12)

### '73 Bultaco 350 Pursang
Excellent cond., new tires, rarely ridden, must sell, $700.00. (213) 459-2511. (12)

HUSKY 360 ENDURO, immac. cond., Curnutts, Filtron, Honda seals, etc. $550. (213) 352-5029. (12)

### 3 Rail Trailer, $75.00
Heavy duty, new 16" tires, Pivot suspension, gas can holders. (714) 595-7222. (12)



### Husky MX Tank Cover, $19.95
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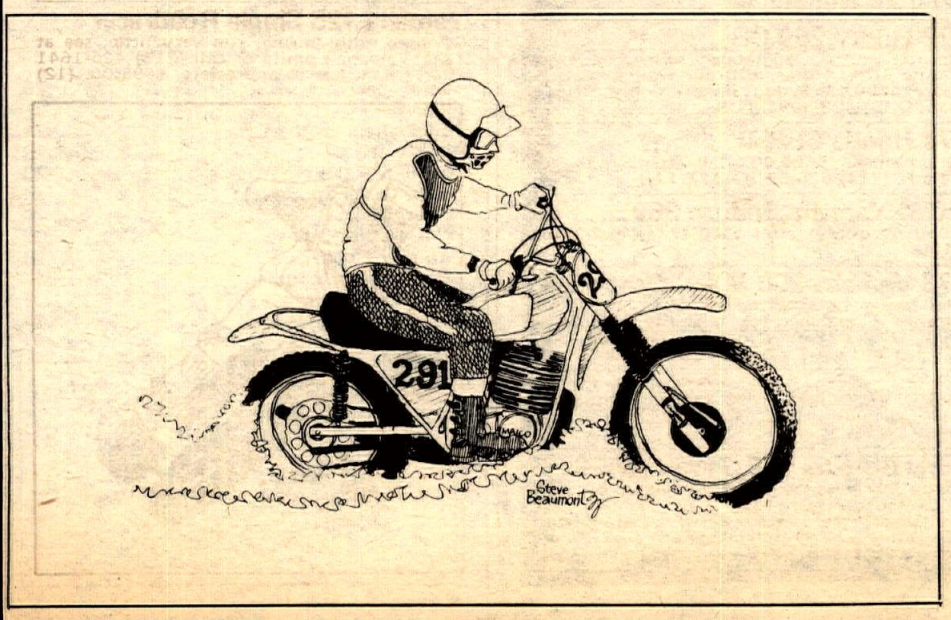


### Bultaco
Guy Louis Motorcycles, 1118 E. Wardlow Rd., Long Beach, California 90806. (213) 426-1358. (TFN)

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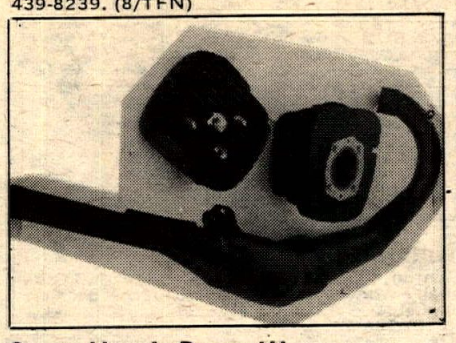
A cheap ol' Good'un or a good ol' cheap 'un. Funky British Single, old BMW, or what have you?? Don't mind if it needs a little work; must be EL CHEAPO GRANDE!! (213) 439-8239. (8/TFN)



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Motocross, desert, trail — Ours really work. The most unique racers package available — $105.00 (125cc). $115.00 (250cc). (213) 530-4656.

### "Flying Machine Factory"
1418 W. 259th St., Harbor City, Calif. Franchises available — dealer & distributor. Inquiries now being taken. (47/TFN)

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### Ducati 450 RT '71
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'73 TM 125 SUZUKI. SHOWROOM FRESH and clean, never raced, less than 5 times on the bike. Super sano, $525 or call (213) 445-7458. (12)

### Immaculate '72 Penton 125

Small 250 tank, Husky fenders, Yamaha conical hub, DID rims, 28 Bing, tuned down pipe, porting, Filtron, Konis, "Ake" bars, fork legs turned down, Diamond chain, much more, stock equipment. Best offer over $625. Must sell immediately, buying 250 Penton. (213) 355-1229. (12)

### 1973 Husky 125

Petty fenders, Mikuni carb., Filtron, very low mileage. Must sell because of college finances. Excellent condition, $750.00. (714) 338-2041. (12)

### 250 Husky Reed Valve

Make that 250 a rocket. Complete installation (parts and labor), $100.00. Kit only for Bing carb., $36.50. Kit only for Mikuni carb., $30.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

### National Champion Kits

Penton, D.K.W., Zundapp, Monark. Ours really work — the most unique racers package available — $105.00 (125cc). $115 (250cc). (213) 530-4656.

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### New TZ250 Yamaha Road Racer

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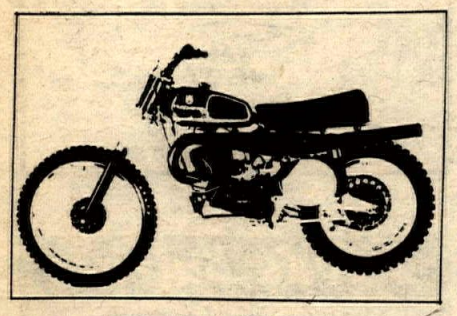

### Husky 125 Sale

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### '72 CZ 400

Super shape!!! You name it, it's got it. Akronts, Konis, etc. (213) 429-5524. (12)

### '71 Suzuki 400

Ported, polished, 38 Mikuni, new Curnutts, trick kit, front forks, skid plate, fork brace, desert tank, Turner pipe, Flanders bars, $700.00. (213) 867-9463. (12)

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Used, but reasonable. (415) 758-5605. (12)

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Utility trailer for M/C trailer, 3 rail or more. Ut/trlr. is 6½'x3½'x2'. Will take $85.00 or make up difference. Leave message (213) 427-8392. (12)

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Cherry, Cheng Shin, fresh motor. $695/best offer. (714) 871-8875. (12)

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### Attention to Those Who Rode

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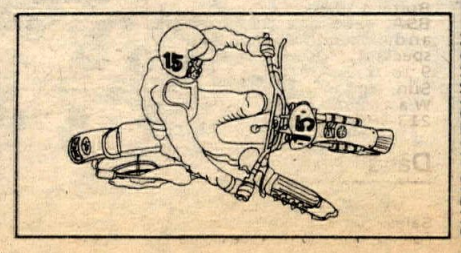

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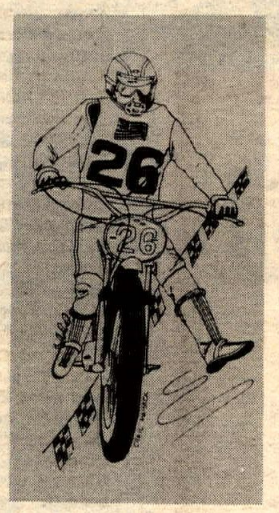

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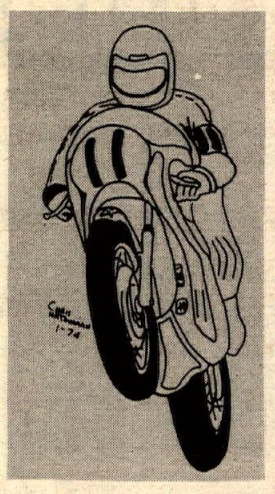

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Honda of Torrance — 18411 Hawthorne Blvd., Torrance, CA 90504. 213-371-7533 or 772-1823. Only authorized Honda dealer in the Torrance area. Parts and sales open 7 days; service open 6 days. Parts & accessories are our business. M.C. insurance. Free local pick up. M.C. trailers. Honda generators. Largest outdoor display in the area. Bank financing.

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### Woodland Hills

Kolbe Cycle Sales, Inc. — 2 locations, 22123 Ventura Blvd., Woodland Hills, and 7514 Reseda Blvd., Reseda. 213-348-7865 and 213-345-7616. Honda, Hodaka, and Rickman Metisse. Sales, Parts and service.

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CMC Products Inc., 2134 Old Middlefield Way, Mountain View, CA 94043. 415-961-2446. Racing frames for flat track and motocross.

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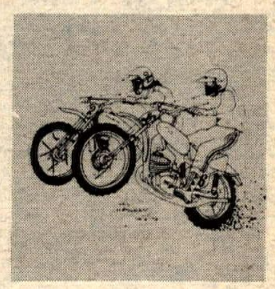

### Leather Apparel

Custom racing apparel. Repairs and alterations. Peggy, The Leather Shop, 11102 Atlantic Ave., Lynwood, CA 90262. 213-632-7419. Mon.-Fri. 8-5. Call for Sat. App't.

Custom Made Motorcycle Apparel — Number changes, alterations and zippers replaced. Clarice Amberg ABC Custom Leathers, 9802 S. Atlantic Ave., South Gate, Calif. 90280. Phone: 213-564-7150. Open 8 a.m. to 4:30 p.m. Mon thru Fri. By appointment only Saturday. Evening appointments available.

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Kandy Plates — quality number plates. 72 Highland Ave., So. San Francisco, CA 94080. 415-583-7294.

### Recap Tires

Reid's Moto-X Recaps — Manufacturer and distributor of the finest motocross and desert recaps. Distributorships open in Northern Calif. Exclusive areas available! Reid Tire Service, 9455 Magnolia Ave., Riverside, CA 92503. 714-689-0043.

### Sleeve Liners

Los Angeles Sleeve Co. — Manufacturers of motorcycle cylinder sleeve liners. Dealers write or call for catalog. 3600 Fowler St., Los Angeles, Calif. 90063. 213-262-1895.

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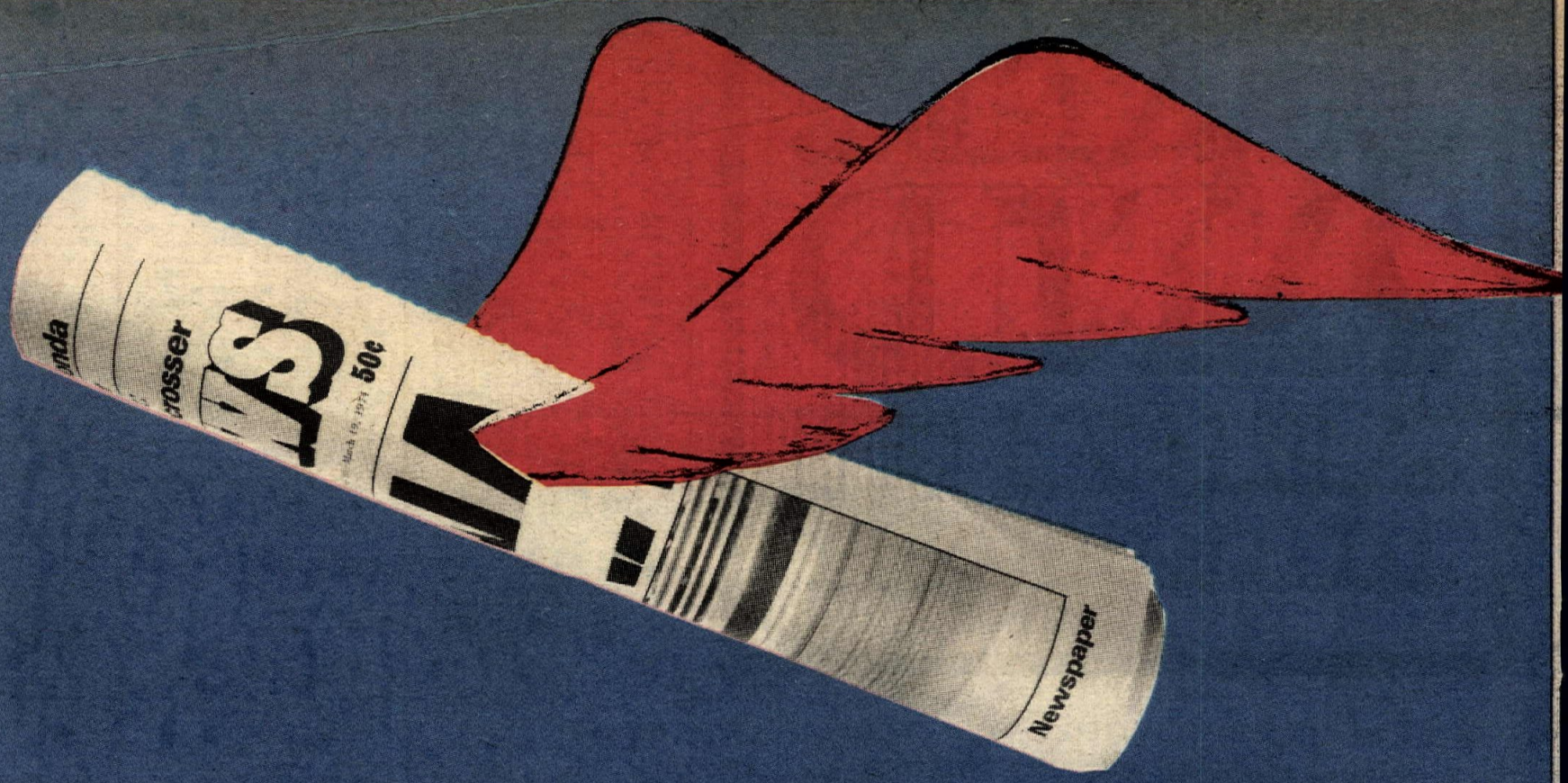


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